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BOSTON REGION MPO TRANSPORTATION PLAN 2000–2025

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RESULTS OF PUBLIC OUTREACH
Comments and Responses

PLAN UPDATE

VOLUME II

Results of Public Outreach
Comments and Responses

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Chapter 1

Summaries of Public Outreach

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Outreach

February 2002

Summary of Public Discussions
On the
Draft Plan Update and the Draft Public Involvement Program
February 2002

The Boston MPO conducted a series of public discussions around the region to gather comments on the draft Regional Transportation Plan and the draft Public Involvement Program. The following notes summarize verbal public comments at the discussions.

At each session, CTPS staff presented an overview of the MPO process, the Plan Update, and the Public Involvement program. A member of the Traffic Analysis Group attended to address congestion management studies and other traffic issues. MPO representatives attended each session, usually opened the meeting, listened to comments, and took part in the discussions. After brief plenary sessions, participants formed informal discussion groups. Citizen participants were invited to provide views on both draft documents orally and in writing.

Many comments were directly related to projects either included in the Plan or in the Universe of Projects. Among other issues addressed were: MBTA service planning, Congestion Management Studies, and the Unified Planning Work Program.

Weymouth, February 5

Mayor David Madden, one of several cosponsors of the discussion, opened the meeting. MPO representative, Barbara Lucas, and cosponsor Terry Fancher, South Shore Chamber of Commerce, made introductory remarks. Representatives from another cosponsor, the South Shore Coalition subregion were in attendance. Mayor Madden said that the Naval Air Station Connector project, Route 3 South, and Route 18 improvements were top priorities for Weymouth and the region.

Major highlights: Three projects of major importance to the future of the area were identified: the Naval Air Station Connector, Route 18 Improvements, and Route 3 Widening. Also, there should be shuttle service to transit (including commuter boats), more parking at transit, and more bus service (intra- and inter-community and regional.) The relationship between land use and transportation planning was discussed.

Comments voiced by multiple speakers:

- The Naval Air Station Connector from Route 3, Route 18 improvements, and Route 3 Widening projects are critical for the South Shore (especially for Weymouth, Rockland, Hingham, and Abington). The region's development plans and economic vitality rely on these projects (which would also reduce congestion and improve safety). These projects need to move forward quickly. There is terrible congestion at the Route 3/Route 18 ramps and this is a safety problem. The Naval Air Station can become a multi-modal facility and transportation hub for train, bus, and automobile modes. There should be a major transit component to this project.
- There should be more bus transportation, particularly bus service to the Red Line, and to the existing South Weymouth and future East Weymouth commuter rail stations. There should also be better regional bus service so that citizens could get to other destinations (from the Braintree Red Line station to the South Shore Hospital, and park and fly services to TF Greene airport, for example).
- More parking is needed at transit stations. Wollaston and North Quincy stations fill up very early. Include parking at commuter boat terminals, especially Hingham Shipyard. Parking constraints limit use. The South Weymouth commuter rail station should be expanded as structured parking.

Other verbal comments:

- The residential areas along Route 3 in Weymouth need noise barriers and they should be part of any Route 3 project.
- Extend the Red Line south along Route 3.

- The Rockland Park and Ride location and its neighboring land uses create a lot of congestion.
- Route 18 should be widened between the intersections.
- The Fore River Bridge renovations are important to the region.
- Sometimes private developers can become partners funding transportation improvements.
- Intra-regional transportation should be discussed, as well as transportation services to Boston.
- The MPO should conduct a discussion focusing on modeling and air quality.
- Is it reasonable to build the Greenbush commuter rail line (to take commuters out of cars) and then expand highways?
- Public transit should serve everyone.
- Projects should be evaluated as a package to understand local environmental impacts.
- The Greenbush Line will not support the economic vitality of other cities in the region.
- Include a better explanation of how model results influence project selection and air quality conformity issues.
- Widening Route 3 would undermine the projected air quality benefits of the Greenbush project.
- The Plan needs to pay more attention to the region's secondary roads.

There also was interest in whether the region is responding to the September 11th attack, whether the Plan should be a vehicle to shift development patterns by targeting transportation funds to a given area, improvements at the Braintree Split, the 3C and MPO transportation planning processes, and the Route 228/53 intersection.

Approximately thirty people attended this session. One participant submitted written comments at the meeting.

Lynn, February 6

Representatives from the local sponsoring organizations (the Lynn Area Chamber of Commerce, the Greater Lynn Senior Services, the Salem Harbor Community Development Corporation, and the American Council of Engineering Companies) and MAPC were in attendance. A representative of the Mayor of Lynn emphasized that the City's top long-range planning priority is extending the Blue Line to Lynn.

Major highlights: Extending the Blue Line to Lynn is very important to the city. Transportation investments could go further to support transit-oriented development. There are unmet needs (particularly of the elderly) for intra- and inter-community transportation in suburban areas. There is unmet demand for accessible transportation.

Comments voiced by multiple speakers:
- Extend the Blue Line to Lynn. This is critical to the economic future of Lynn. Investors and developers prefer rapid transit (with its short headways) to commuter rail. The local labor market needs better access to Boston and potential developers and employers would like good access from Boston to Lynn.
- The Bike-to-the Sea project is good for recreational cyclists, but the distance to Boston will reduce its usefulness as a commuter facility.
- The region needs more bus service, both intra-town and inter-town. Institutional issues between the MBTA and the Cape Ann Transit Authority seem to interfere with intra-town service.

Other verbal comments:
- Transportation investments are simply encouraging more highway use and sprawl development. Transit-oriented development will require concerted effort before it will materialize. Several bottlenecks are especially troublesome (I-95 in Saugus). Telecom City is a good candidate for transit investment, but will have highway investment instead. Transportation investment precedes development.
- Shorten headways (improve service and maintenance of facilities) on existing commuter rail service. Reactivate several regional rail lines and spurs, which would naturally increase the number of commuter rail trains at the Lynn station. Connection to the Blue Line should not be at Wonderland.

- There is a great unmet need in the Danvers, Peabody, Salem, Middleton, Beverly area for cross-town transportation to medical service facilities. The North Shore Elder Services needs to identify funding for this.
- There is unmet demand for accessible transportation. The Independent Living Center of the North Shore and Cape Ann is hopeful that the public involvement process will provide an opportunity for them to voice their needs.
- Low-income populations need transportation to jobs. The Plan doesn't address this issue. Information in Appendix A of the Plan Update shows that it is quicker to walk from low income neighborhoods to distant malls and employment destinations than it is to take the bus.

Thirteen people attended this session. One participant submitted written comments at the meeting.

Bedford, February 7

Gordon Feltman, MPO member and representative from the Town of Bedford, cosponsor for the discussion, welcomed participants and provided background for the review session. MPO representatives from MassHighway and MAPC, a representatives from the Regional Transportation Advisory Council, and other cosponsors, the American Council of Engineering Companies, and Minuteman Advisory Group on Interlocal Coordination, were also in attendance. Woburn Mayor John Curran made comments emphasizing the importance of the New Boston Street Bridge project.

Major highlights: The New Boston Street Bridge is a multi-community priority. Suburban communities need intra-community transit and services linking transit and employment centers. Citizens would like more information on projects considered for the Plan and explanations for their inclusion or exclusion.

Comments voiced by multiple speakers:
- The New Boston Street Bridge is extremely important for Woburn. Without the bridge, public safety vehicles can't get to the Anderson Regional Transportation Center and it is necessary for safe access from I-93 to the industrial park. The MPO is asked to consider completion of the bridge as compensation for Woburn's loss of its former Logan Express bus terminal.
- Transportation problems must be viewed from a regional perspective.
- More parking is needed at transit stations, particularly at Alewife. Lots fill up very early. (Participants didn't have a solution.)
- Suburban communities are working hard to provide intra-town transit.
- Reverse commuting options are needed. There is also a need for transportation between transit/commuter rail stations in the suburbs and employment destinations. Communities may have to develop local solutions to this problem.
- It would be useful to have more information on each project in the Plan and an explanation of why it was chosen.

Other verbal comments:
- The I-93 interchange in Woburn is the busiest in the state and needs improvements.
- It would be useful to show data on maps, particularly of demographics and congestion.
- Provide descriptive introductions to supporting information presented in the Plan Update.
- Suburban communities (roadways and parking lots) are congested with cars.
- A portion of all funds spent on highway projects should be set aside for alternative transportation initiatives, such as local shuttles.
- Cambridge has found ways to involve the private sector in funding the City's transportation initiatives.
- Increase commuter parking and service on the Fitchburg Line.

Thirteen people attended this session.

State Transportation Library, Boston, February 11

Dennis DiZoglio, Chair of the Transportation Planning and Programming Committee, opened the meeting and outlined the purpose of the discussion. Other MPO representatives (from MassHighway, MAPC, and the City of Boston), and the other cosponsors were in attendance.

Major highlights: There was extensive discussion of the relationship between transportation and growth, and a request for stronger support for transit-oriented development and the promotion of transit in currently developed areas. Several participants also suggested expansion of text concerning vision, goals, and spelling out approaches to major regional issues. The public needs to know that it has been heard; explaining the reasons that locally promoted projects are not selected is one way to show this. Both citizen and MPO participants provided information and perspectives that broadened the views of others.

Comments made by multiple speakers:

- It doesn't seem that the policy and modeling inputs to the decision-making process were considered when decisions on projects to be included in the Plan were made.
- Land use plans should follow transportation plans, and if this is not possible, be more careful to choose projects that increase transit usage and do not increase automobile dependency.
- Add a clear vision statement and discussion of goals and objectives in the Plan.
- If you don't use input gathered from the public, the public will no longer participate. Providing explanations for project selection would show that the group has been heard.
- Improve connections among transit modes. Because of some poor connections, transit-dependent travelers cannot get to certain transit-served locations in the region.
- Improve service frequency. This will make service more attractive and increase the number of people who can use it.

Other verbal comments:

- Specific amounts should be allocated for the pool of transit and highway projects so that specific transit and highway projects won't be competing for the same funds.
- All Urban Ring phases should be in the Plan. This project is an essential priority.
- Add a page on the Urban Ring discussing the results of the Major Investment Study.
- The Environmental Justice Ad Hoc Committee worked very hard to develop recommendations for the Plan and very few were included. No projects that were not already committed were selected.
- No note was made of increasing efforts on public-private partnerships.
- There has been a longstanding commitment to Light Rail on Washington Street.
- The Red/Blue Connector study should identify whether possible substitute projects accomplish the real purpose of the Connector.
- Factor bicycle projects (and enhancement projects) in future planning. They should be an integral part of other transportation projects.
- Some bicycle projects are regionally significant.
- Provide additional discussion of the modeling results. While the results of one alternative may not create large changes for the entire region, it could result in significant changes for one segment of the region. Maybe if additional project sets were developed, major differences might result.
- Telecom City has missed opportunities for pedestrian and bicycle connections to Wellington Station. Existing rail rights-of-way could be used for bicycle trails.
- At Telecom City, it seems as if the MPO is approving of highway expansion over transit improvements. It is not a transit-oriented development.
- The MPO should seek to understand what growth likely will result from selected projects.
- Stop providing additional parking and roadway capacity. Parking lots require community impact mitigation.
- The MPO cannot override local land use planning.

- Something should be done to provide additional transit capacity in Boston, considering that all Urban Ring phases are not fully funded. Members of the Regional Transportation Advisory Council will be pushing to add Urban Ring, Phase II.
- Make clear how project implementation can be traced from the Plan throughout the UPWP and the TIP.
- The Plan should discuss how transportation improves property values and can be an element supporting development.
- Suburban communities that continue their development will miss their open spaces.
- Transit (buses and access to stations) relies on highways, too. The MPO must maintain the existing system to the optimum level. We need to continue to fund highway projects in the communities.
- The Plan should discuss the major issues and problems (congestion, population increases and other demographic changes, trip-making, limited resources, etc.) facing the region, outline the MPO approach for addressing them as it plans for the future, and explain the projected results of MPO planning.
- Include a discussion of climate change and how the MPO is encouraging a transportation system that moves as many people as possible with the least amount of fuel. The Governor has joined the New England Climate Change Action Plan.
- There should be goals for increasing transit, bicycle and pedestrian mode shares. Set a target for reducing vehicle miles traveled and promote plans for reaching it.
- Though increasing the cost (through taxation) of development may slow it, local communities rely on the additional revenues from increasing development.
- Congestion on a city street can be a good way to get people out of their cars and onto transit.
- Change the name of the Regional Transportation Plan to Transportation and Land Use Policy Plan.
- Many commuters find using their automobiles more convenient than using transit.
- The MPO and citizens should make a greater effort to include legislators in transportation discussions.
- Find a way to broaden (regionalize) the perspectives of MPO-sponsored discussions. Help citizens develop a sense of interrelationship on transportation issues.
- Support projects that make streets more pedestrian friendly.
- Create a synopsis of public comments. This will help citizens better understand the broad scope of them.

Twenty-seven people attended this session.

Boston Public Library, February 11

Jim Gillooly, City of Boston, opened the discussion, welcoming participants and providing an overview of the MPO. He introduced MPO staff leading the development of the Plan. An MPO representative from Massport was in attendance.

Major highlights: There were many comments on the need to improve Green Line service. Several other comments suggested innovative options for inter-line rapid transit or bus rapid transit extensions and connections. Expanded parking at all commuter rail and rapid transit facilities was emphasized. The North/South Rail Link and electrification of commuter rail lines was raised. An air quality monitoring program emerged as a potential project for the UPWP.

Comments voiced by multiple speakers:
- All commuter rail and transit station parking is congested and should be expanded.
- Make transit more attractive and usable by shortening headways, minimizing the need for connections and the connection wait-times.
- The MBTA spends too much on commuter rail expansion projects and not enough on service in the city where many more people use the transit.

Other verbal comments:

- Conservation Law Foundation supports implementation of the full three phases of the Urban Ring project.
- The Green Line is over-crowded throughout the day. Investigate whether signal phasing on streets could be improved for better Green Line service. Can it be grade separated?
- Signing on streets should be improved in Boston and the entire region. Names of streets should be better displayed and block numbers might be included. Signing at transit should be improved and schedules should be posted at bus stops.
- Consider a grade separation for the Silver Line in South Boston at "D" Street.
- Upgrading the signal system on the Red and Green Lines could reduce headways and greatly improve service.
- Include Intelligent Transportation System operations with the Silver Line.
- Separate out the Green Line D Line and convert it to heavy rail, then connect it to the Silver Line or the Blue Line.
- It seems as though, since the Central Artery project has been underway, agencies are hesitant to propose major initiatives.
- Consider extending the Blue Line through Back Bay to Brookline, connecting at Riverside.
- Extend the Blue Line from Government Center to Copley, then to the Longwood Medical Area and the Fenway.
- Connect South Boston Piers with Washington Street bus service.
- Extend a branch of the Green Line to the Seaport
- Explore the use of audible pedestrian signals.
- The Old Colony rail service seems to have negative effects on the air quality in Dorchester. The area needs a monitoring program to understand what the neighborhood believes are serious air quality impacts. There are obvious impacts, and the neighborhood will continue to push for electrification of the Old Colony lines.
- The region needs the North/South Rail Link and a rail connector to the airport, which should be a top regional priority.
- Expand consideration of commuter rail electrification to include all commuter rail lines.
- Modernize the fare collection system. Passengers could pay on the platform and board at all vehicle doors, reducing dwell time at stations.
- The cost estimates shown for the North/South Rail link are inaccurate. Updated financial information is due to be released this spring. A savings will be achieved by using dual-mode vehicles, rather than requiring full electrification of all rail lines.
- Construct a cable-stayed pedestrian bridge to City Hall Plaza from Faneuil Hall.
- Don't construct a pedestrian bridge at this location. It is not safe, nor accessible.
- Construct a busway along the former Artery corridor using lane striping and signal preemption.
- There should be more discussion of public health issues and the relationship to transportation.
- The Safe Routes to School program could have positive public health impacts.
- Traffic in the Arborway area of the city is an issue.
- The MBTA should have a program to acquire land for future parking lots as the parcels become available, not just when parking expansion is needed.

Interest was also shown in improved access to the airport, the Red/Blue line connector, the MBTA schedule for maintenance, truck routes through the city, park and ride programs along the Turnpike, pedestrian issues, and car-sharing programs.

Twenty-four people attended this session.

Somerville, February 13

Mayor Kelley Gay opened the discussion and highlighted projects important to Somerville. Jim Gallagher, MAPC, and a representative of the American Council of Engineering Companies, another cosponsor, were in attendance. Mayor Kelley Gay noted four projects that the city supports strongly: 1) a publicly funded

Assembly Square Orange Line Station, 2) the Mystic Avenue/I-93 Interchange, 3) the Green Line Extension with a station in Union Square, and 4) the Urban Ring, Phase II.

Major highlights: The four projects noted by Mayor Kelley Gay were strongly supported in all of the session's four discussion groups. Several over-arching themes were expressed: 1) Somerville is very poorly served by transit (it is traversed but not served by commuter rail and not well served by rapid transit) and deserves better access to transit, 2) at Assembly Square, transit should be implemented immediately, so that its development will be transit-oriented, 3) transit to Somerville is an environmental justice issue, an economic justice issue (the communities along the Orange Line have not enjoyed the same economic development resulting from stations and transit access as the Red and Green Lines), and a financial justice issue (more of the funds spent on transit should benefit Somerville), and 4) many citizens supported increased funding of transit projects either by increasing the proportion of funding for expansion projects or by reducing funding for highway projects, 5) spending for highways should be on non-capacity projects, and 6) Somerville's high population density calls for access to rapid transit and commuter rail service.

There were also questions about the process used for decision-making on projects to be included in the Plan Update and interest expressed in direct representation on the MPO. It was noted that attendance included numerous elected officials, community and business leaders, developers, and activists.

Comments voiced by multiple speakers:

- The Assembly Square Orange Line Station should be included in the Plan and supported by public funds. This station is required to stimulate the transit-oriented development that the community wants to encourage. This will be a catalyst for quality development that supports more jobs and will have a positive ripple effect throughout the community. The station should be constructed prior to roadway access improvements. The Assembly Square site could house facilities for water access to Logan.
- The Mystic Avenue/I-93 Interchange should be included in the Plan. It is an important safety project and provides needed access improvements in the area. It meets all the MPO's major criteria.
- The Green Line should be extended to serve Union Square. It will bring environmental justice benefits and will potentially stimulate transit-oriented development. The project continues to be postponed and this is frustrating.
- Phase II of the Urban Ring should be completed.
- Somerville is among the most densely populated communities in the region. Because of this, it should be grouped with Boston and Cambridge as the true urban core of the region.
- Access to Boston from the north is largely through Somerville. It is traversed by major regional highways (which create through-traffic impacts) and commuter rail and transit, but is not well served by transit. These transportation facilities cut through the city, causing community impacts, particularly due to the railroad rights of way and the large number of closed bridges, but they do not serve the city.
- Bus service is unreliable and frequently late. It creates serious problems for customers trying to get to work on time. (The city was formerly well-served by trolleys and streetcars, but this service has been discontinued.)
- Somerville has a high number of poor and minority residents.
- The Orange Line communities are largely minority and low-income communities and they have not enjoyed the economic development benefits of transit that the Red and Green Lines have had.
- It looks as though Somerville is not getting its fair share of transit funding.
- Include consideration of the greenhouse gases in the air quality analysis and environmental considerations in choosing projects.
- Medford citizens in attendance supported Somerville transportation initiatives.
- Extend the Green Line to Hillside in Medford.
- Air quality in Somerville is bad.

Other verbal comments:

- Create stations along the Fitchburg (at Union Square) and Lowell Lines where stations in Somerville previously existed.

- Somerville could host a North/South Rail Link station which would serve as a regional rail facility, linking to the Urban Ring. Because of its regional scope, it could be funded as an extension of AMTRAK's Northeast Corridor. This could also be an opportunity for public/private partnerships.
- Regarding the North/South Rail Link, there is an error in its description and cost estimate. It will not require electrification of the entire rail system.
- The Plan should reference Massport's project, the Airport Intermodal Transportation Connector.
- Explore the possibility of not implementing the Silver Line and the Red/Blue Connector projects. Light rail on Washington Street seems to be a better and cheaper alternative to the Silver Line.
- The Arborway restoration may not be as expensive as noted.
- If Somerville aligned itself with the communities that are opposing the Greenbush Line, funds might be reassigned from Greenbush to our projects.
- Improving the highways will encourage more people to drive.
- The Route 28/38 intersection design is old and outdated. The Assembly Square station should be constructed before these roadway modifications are completed.
- The Route 28/38 intersection is very dangerous. This project is very important to the community and would go a long way to reduce congestion.

Eighty-two people attended this session.

Natick, February 13

MPO representative Kathy Bartolini, from Framingham, opened the session and welcomed all participants. Mayor Mauro, MAPC member of the MPO, other MPO representatives (from MassHighway, MAPC, Massport, and Hopkinton), a representative of the Regional Transportation Advisory Council, and a representative of another cosponsor, the Town of Natick, were also in attendance.

Verbal comments:

- The Route 9/495 project is not on the list, but it will have a huge impact on the Boston MPO.
- The MPO should do more to secure private financing of projects.
- It is difficult to track funding in the Plan. Of particular concern is the $500 million for the Statewide Road and Bridge Program being deducted from the debt service avoidance line in the Infrastructure Trust Fund totals.
- The Plan Update lacks Transportation Demand Management (TDM) projects, bicycle enhancements and highway access projects.
- The Plan Update should face the challenges we know are on the horizon.
- The difference in the model results between the build and no-build are not statistically significant. The 0.15% increase in mode share for transit does not even change the status quo.
- The MPO should adopt the Targeted Growth scenario.
- The MPO should include more maps showing the growth in subregional level work trips. Table 3.1 shows that 48.5% of Route 9 employment is in retail and another large segment is in service jobs. This is a significant transit market that the Plan Update does not address.
- Up-to-date census information should be included as soon as it is available.
- The model and land use scenarios could be brought more in line with reality.
- Noise pollution across water and into state parks and residential areas from Route 9 is a concern.
- There should be wider use of porous pavement on parking lots, trails, and roads. The upcoming fiscal year's Unified Planing Work Program (UPWP) might include a study of porous pavement.

Additional discussion focused on the following: how policies were used in the development of the Plan Update; whether highway money was allotted based on the size of an MPO; whether the Boston MPO could use Central MA money to pay for the Route 9/495 project; the difference between legislation and the Plan with regard to the Statewide Road and Bridge program; and the need for an update on bicycle trails and other related projects.

Twenty-six people attended this session.

Outreach

November 2001

Public Comments From Fall 2001 Workshop and Sub-Regional Outreach

Commenter:	Citizens attending the Framingham Public Meeting, MetroWest Transportation Task Force – November 5, 2001
Type of Comments:	Policy and Project Specific
Abstract of Policy Specific Comments:	The Urban Ring project will have major financial implications in the future. The MPO needs to focus more on incentives for non-SOV usage.
Abstract of Project Specific Comments:	Gulbankian Bus wants to ensure that implementation of Automatic Fare Collection includes the private carriers. Route 9/495 interchange needs to be improved. This is the project that was mentioned in earlier comments by MWGMC more vaguely. Route 9/126 interchange is a High Priority Project but there is not enough money. Helicopter pad at Shoppers World to transport travelers to Logan. Could be privately operated or by Massport. (Proposed by citizen of Natick who has been fighting a helicopter proposal on Lake Cochituate, citing noise effects on lake.)

Commenter:	Citizens at the Braintree Public Workshop, November 8, 2001
Type of Comments:	Policy and Project Specific
Abstract of Policy Specific Comments:	The following were written comments sent into the staff: • Low-income people should be given MBTA passes at a discounted rate. • Economic development and residential growth should occur where infrastructure can accommodate growth – water, sewer and roadway. However, this is not a regional issue, but a local zoning issue driven by market demand.
Abstract of Project Specific Comments:	The following comments were made regarding projects: • Plan for the expansion of the Route 3 split in Braintree in concert with the plan to widen Route 3 from Weymouth to Duxbury. Construction of an access road to South Weymouth Naval Air Base from Route 3 is needed. This will support economic development in the area. • Greenbush Commuter Rail should be built and then Route 3 would not have to be widened. • Route 3 Add-A-Lane should be built. • Route 3 Add-A-Lane should not be built. • Improvements to Route 18 are needed. • Feeder routes into Route 3 should be addressed through corridor studies. • Additional parking at commuter rail and rapid transit stations. • Shuttle bus services should be provided in lieu of additional parking at commuter rail and rapid transit stations. • Improvements at the Braintree Split (Routes 128/Route 3). • Improvements at Queen Anne's Corner (Route 53/Route 228). • Extend Greenbush to Marshfield.

Public Comments From Fall 2001 Workshop and Sub-Regional Outreach

Commenter:	Citizens at the Everett Public Workshop, November 13, 2001
Type of Comments:	Policy and Project Specific
Abstract of Policy Specific Comments:	The following written comments were received: • Reducing our dependence on oil from foreign countries is a matter of vital national security and should be reflected in the policies. Focus on reducing automobile usage. • A key objective of transportation planning must be the enhancement of community values and enabling a better life for citizens. • Policy 10 – Add that places with inaccessible transportation infrastructure should receive access improvements. Specifically, Somerville, which lacks Green Line, Orange Line and commuter rail access, and Assembly Square, which is under development. • Policy 1 – include the vision of community groups in considering local land use policies. • Policy 1 – the state does not have strong guidelines for best land use policies and practices and therefore allows local governments to make very inappropriate decisions. Why support poor planning? A summary of the policies checklists returned indicated that the following policies were of most importance to the respondents: • Land Use • Minimize pollution • Improve connection among modes • Accessible system • Equitable sharing of benefits and burdens • Promote public involvement • Strengthen economic opportunities
Abstract of Project Specific Comments:	The following written comments regarding projects were received: • Mystic View Task Force would like to present their views to the MPO on the Assembly Square complex, including Orange Line, traffic, and I-93/McGrath Highway intersection issues, before the Regional Plan is completed. Somerville needs more rapid transit, open space for pedestrians, paths and parks, and reduced pollution. Would like to see improved pedestrian access through McGrath Highway/I-93 interchange. • Move Orange Line/Assembly Square and Urban Ring toward completion and drop Greenbush Line which is far less unanimous and very expensive. • Cities like Somerville derive no benefit from train tracks passing through and should not have to pay for bridges over the tracks. This is an environmental justice issue. Mystic View Task Force would like to present their views to the MPO. • Add zip car lots at hubs of mass transit. • Badly needed comprehensive transportation plan around Assembly Square. • Provide funding toward city transportation plans in key areas. • Begin planning for a regional airport outside of Route 128. • Consider adopting gas-electric hybrid buses systemwide. • MassHighway should provide street signs for main streets and side streets. • Traffic management project on Revere Beach Parkway. • Light rail commitments to Chelsea and Roxbury. • Improved limited access highway to Lynn.

Commenter:	Citizens at the Everett Public Workshop, November 13, 2001 (cont.)
Abstract of Project Specific Comments: (cont.)	A summary of verbal comments received regarding projects: • Green Line extension from Medford Hillside, by tunnel or in mixed traffic, to Davis Square. • Green Line extension from Lechmere to Union Square as either a spur along the Fitchburg commuter rail right-of-way terminating in Union Square, a line continuing along the Fitchburg line past Union Square and terminating in Porter Square, or continuing past Union Square in a tunnel to the Lowell commuter rail and Medford Hillside Green Line extension. • Extension of the Somerville bike path from Cedar Street to Lechmere along the abandoned rail line to Gilmore Square and then along the active Lowell commuter rail right-of-way. • The Urban Ring is a good project, however, the same technology should be used on the whole system. The Urban Ring should provide access to the airport and South Boston Piers from Somerville and Chelsea whose residents need access to jobs in that area. • Ferry from Assembly Square area to World Trade Center.

Public Comments From Fall 2001 Workshop and Sub-Regional Outreach

Commenter:	Citizens at the Newton Public Workshop, November 15, 2001
Type of Comments:	Policy and Project Specific (Page 1 of 2)
Abstract of Policy Specific Comments:	A summary of written comments received at the workshop regarding policies: • MPO must anticipate demand for rail travel in response to airline safety concerns, must address future congestion issues on Northeast Corridor. • Emphasize alternatives for private car, not optimistic about getting people out of cars – there is too much traffic. • Cluster high-density housing at commuter rail stations. • Promote rail transportation; discourage automobile use. Four policy questionnaires were returned the night of the workshop indicating that the following policies were of most importance to the respondents: • Minimize pollution • Improve connection among modes • Preserve and modernize system
Abstract of Project Specific Comments:	A summary of written comments received regarding projects: • Improve Route 9 for commuters, Needham Street should not be a cut-through for a Route 128-Route 9 connection. Improve pedestrian access on Route 9. • Needham Street should be a retail district design, not a 4-lane commuter roadway. Improve pedestrian access. • Add parking at MBTA stops wherever possible. • Put back the West Newton tollbooth to get Pike users off our streets. • Improve freight access from Needham Street to the Depot in Milford. • Route 9 Corridor Study in Wellesley should include Newton. • Restore Framingham-Newton bus line. • Support Boston to Worcester bus service along Route 9 with connections to local bus lines and major employment centers. • Encourage the use of Needham Street Rail Line to carry freight to business areas. • MBTA operational changes (put in a change machine at Waban Station, extra parking spaces, put up routes and schedules in stores, shelters, and benches along routes). • Rapid transit connection between Charles Street (Red Line) and Bowdoin (Blue Line) to facilitate transportation to and from Logan. • Run buses more frequently and later at night. • Change train service on Worcester Line so trains stop at Newton and Wellesley. • Start thinking beyond commuter hours to provide service for the elderly, those who can't drive, teenagers, etc. • More intra-city transportation, parking for express buses. • Route 9/Chestnut Street interchange is extremely dangerous. • Central Mass Rail Trail. • More public transportation options for people with disabilities. • Add-A-Lane on Route 128 from Route 9 south. • Add a third track between Readville and Canton Junction on the Northeast Corridor and additional station tracks at South Station to accommodate additional traffic generated by Greenbush and New Bedford/Fall River.

Public Comments From Fall 2001 Workshop and Sub-Regional Outreach

Commenter:	Citizens at the Salem Public Workshop, November 27, 2001
Type of Comments:	Policy and Project Specific
Abstract of Policy Specific Comments:	A summary of verbal comments received regarding policies: • Environmental justice should be emphasized. • The MPO should support and work for additional revenues dedicated to public transportation. A summary of written comments received regarding policies: • The cities of Lynn, Salem, Peabody, Beverly, and Danvers need more public transportation that transports people to their centers of work. • Public transportation reduces the cost of transportation as well as environmental pollution. • It is important to make sure all communities get access to transportation at reasonable costs, particularly neighborhoods where fewer people have access to cars. Four policy questionnaires were returned indicating that the following policies were of most importance to the respondents: • Land Use • Improve mobility • Improve connections among transportation modes • Support preservation of community resources • Secure financial resources
Abstract of Project Specific Comments:	A summary of written comments received regarding projects: • Increase bus routes in the low-income neighborhoods of Salem, particularly those bringing people to other parts of the North Shore where they have to go for jobs and shopping. • Blue Line Extension is needed because it takes people to different places than the commuter rail or would provide more frequency than the commuter rail. Service from Salem to Revere is needed. • Saturday and Sunday bus service to Congress Street. • Saturday and Sunday trains should have an increased schedule. A summary of verbal comments received regarding projects: • Support for the Blue Line Extension to Salem. • Opposition to Blue Line Extension to Salem. • Design changes to Bridge Street Bypass Road. • Support for the Bridge Street Bypass Road. • Opposition to the Bridge Street Bypass Road. • Support for additional commuter rail stations in the City of Salem.

Public Comments From Fall 2001 Workshop and Sub-Regional Outreach

Commenter:	Citizens attending the Boston Public Workshop, November 29, 2001
Type of Comments:	Policy and Project Specific
Abstract of Policy Specific Comments:	A summary of written comments received regarding policies: • Expansion, in general, should wait until infill development is complete. Tax policies should penalize greenfield development where brownfields are available. • Tax parking benefits as income. • Reduce parking near transit ("move" that parking to areas not well served). • Real investment in bicycle transport, especially connecting transit facilities. • "Livable cities" - the intersection of transportation planning with quality of life.
Abstract of Project Specific Comments:	A summary of written comments received regarding projects: • Important projects are Urban Ring Phases 1 & 2, Rail to TF Green Airport, Red Line/Blue Line Connector, and Assembly Square. • Add to Universe of Projects use of single unit "DMU" (diesel multiple unit) trains on commuter rail, to reduce air pollution and cost, and rail-trail funding. • Red Line should operate more frequently off-peak. • More connecting buses on bus Route 49. • Mattapan bus service to downtown should be expanded. • Expand #4 bus service to North Station from World Trade Center. • Green Street buses. • Forest Hills to Columbia Road connections. • More connecting bus routes that get customers to their destination faster. • All lift buses and kneeling buses – make sure they are working before they leave garages. • Design a way to put more buses on routes that are used more often (i.e., Route 23).

Regional Transportation Advisory Council

Commenter:	Regional Transportation Advisory Council (Joint Regional Transportation Committee prior to December 13, 2001)
Type of Comments:	Policy Specific
Abstract of Comments (Policy Specific):	The following is a summary of verbal comments of individual members at the Regional Transportation Advisory Council (Council) meetings:

- Fast Lane technology might be considered for use metering and limiting traffic flow in congested areas, particularly at large transit parking garages. Tolls would be assessed monthly. In its comments, Council might promote some ideas, like this, that suggest specific ways that the Plan's goals can be promoted.
- The Plan should consider relationships to the larger New England Region, because of changes in air travel and improvements in the Northeast Corridor. The MPO region is only part of the larger one. This Plan should consider land-use plans in the surrounding regions and consider land use implications of its projects.
- The Plan evaluation should have a way to prioritize projects that are proposed in areas that have demonstrated progressive land-use policies promoting transit- and transportation alternative-oriented development.
- Council might ask that the Plan prepare a project-by-project summary identifying each project's related policies.
- How are proposals that compete for right-of-way evaluated?
- Will the MPO consider the City of Boston proposal to implement additional transit service by opening the existing tunnel parallel to the Green Line?
- MPO staff should refer all transit-related comments received on the Plan to the MBTA for consideration in the PMT.
- Add text to the policies that would provide for consideration of new riders attracted.
- Add to Policy 3, language calling for consideration of transportation demand management activities.
- Add to Policy 12, section C, text calling for working with public/private partnerships to reduce transportation demand on existing facilities.
- Cost per passenger and cost per transit mile is considered on the project-level.
- There should be coordination of schedules, fares, and services region-wide so the transportation network will be integrated.
- Highway projects should only be undertaken if there are no other options.

The Council made the following written recommendations concerning policies:

- Recommend that the policies be used to guide the selection of projects for the Plan Update.
- Not all policies have the same level of importance. Council identified five categories of importance and has assigned the twelve policies to them. The Council recommends that the MPO use the following policy priority categories and assignments as guidance for the selection of projects:

Very High -	Policies 5, 6, 7, 8, and 9
High -	Policies 2, 4, and 11
Medium -	Policies 1 and 12
High Low -	Policy 10
Low -	Policy 3

- Regarding Policy 9, the Council encourages the use of constructive public process during project development.
- Elements discussed in Policy 11 subtext relative to preserving and improving the natural and built environment and community character are important and are supported strongly.
- The implementation of Policy 1 is limited in areas where no land-use policies are established.

Public Comments From Fall 2001 Workshop and Sub-Regional Outreach

Commenter:	Regional Transportation Advisory Council (Joint Regional Transportation Committee prior to December 13, 2001) (cont.)
Abstract of Comments (Policy Specific): (cont.)	• Though we support Policy 3, and its components are beneficial, the wording is too broad. In fact, many of the policies are not specific enough and are not adequately defined, so that application and implementation may be difficult. The Council made the following written general recommendations: • The Council encourages the selection of projects that promote a sustainable transportation system that reduces environmental impacts and improves the quality of life in communities. • Highway capacity projects that include adding new general-purpose lanes should be considered only after all other projects and sustainable transportation options to that project have been determined to be infeasible. • Members would like more information and more time for review. Recommendations from Individual Council Members regarding policies: Individual members of the Committee and the full Council submitted written comments or made comments at the December 12, 2001, Council meeting which are summarized here: • Criteria for Plan project selection should include costs, benefits, and consideration of environmental impacts. • Make a specific commitment, possibly in Policy 4, to avoid and minimize environmental impacts, including wetlands, waterways, water supplies, and habitats. • Funding to implement more of the projects in the universe might be obtained by scaling back or phasing some projects. • If projects must be eliminated, projects that improve safety and/or maintain existing infrastructure should be given higher priority than projects that just improve capacity. • The Plan Update should emphasize transit projects (flex at least $430 million in highway funds to transit) and prioritize those with environmental justice benefits. • Plan Update Projects should address safety and increased transit capacity and connections, not increased highway capacity. • More funds should be spent on suburban projects, such as the suburban Shuttle Bus/Commuter Rail project. • Transportation funds should be spent to support the developed central core of the region. • Highway funds should be largely allocated to projects that keep the system in a state of good repair. Transit funds should be largely allocated for expansion projects. • Transit services should be better integrated (fares and schedules) and provide more single-ride and single-fare transfer opportunities. • Transportation funds should support projects that reduce single-occupant vehicle use and promote use of transit and bicycle modes.

Commenter:	Regional Transportation Advisory Council (Joint Regional Transportation Committee prior to December 13, 2001) (cont.)
Type of Comments:	Project Specific
Abstract of Comments (Project Specific):	Recommendations from Individual Council Members regarding projects: • The Route 3 South and Naval Air Station Access Improvements should be included in the Plan Update list of projects (the reason that the commenter voted no on the amendment). The Rutherford Avenue project should not be included (because of its cost and lack of regional impact). The Council made the following written recommendations concerning projects: • The $2.2 billion for transit projects is inadequate for meeting the region's transit needs. The Council recommends highway funds be flexed to transit as necessary to fund our recommended transit projects, emphasizing those that have an environmental justice component. • Transit Projects - Committed Projects – Arborway Green Line, Russia Wharf, Greenbush, Medford Hillside, Red/Blue Connector, Silverline Phase B. • Additional Projects - Fairmont Branch Improvements, Urban Ring Phase I & II, Planned Transit and Commuter Rail Parking, Additional Buses, Assembly Square, and Blue Line to Lynn. • The Council supports the Urban Ring and would like more information on the North/South Rail Link. • Highway Projects - Though the Council is recommending many of the highway projects listed on the Universe of Projects list, it recommends that some not be included in the Plan Update list. The following projects are not recommended for inclusion: East Boston Haul Road, Route 2 Interchange in Littleton, Route 3 South (Weymouth to Duxbury), Naval Air Station Improvements (Hingham, Rockland & Weymouth), and Post-Phase I Telecom City Roadways. • Highway projects that add general-purpose lanes should be reviewed by the MPO for consistency with Council recommendations and Regional Transportation Plan policies. • We wish to specifically raise questions (and request additional information) about the impacts, regional significance, and need for the following projects: Route 1/114 Corridor Improvements; Route 140 Franklin Project; and The East/West Connector Road in Canton. If any of these are not regionally significant, we recommend their removal from the list.

MAPC Sub-Regional Meetings

Public Comments From Fall 2001 Workshop and Sub-Regional Outreach

Commenter:	Three Rivers Interlocal Council (TRIC), November 29, 2001
Type of Comment:	Project Specific
Abstract of Comments:	TRIC emphasized that the I-93/I-95 Interchange in Canton and the two ramps in Canton (I-95 (SB)/Dedham Street and the I-95 (NB)/Dedham Street) should be included in the Plan. In addition, Everett Street/Route 1 underpass should be included in the Universe of Projects list and in the recommended plan. TRIC also submitted these comments in writing.

Commenter:	South Shore Coalition, October 18 and November 29, 2001
Type of Comments:	Policy and Project Specific
Abstract of Policy Specific Comments:	South Shore Coalition expressed discontent in that they perceived the South Shore communities to be less of a priority than communities to the North and West of Boston and that the South Shore is left behind in the transportation planning process.
Abstract of Project Specific Comments:	Members recommended the following projects: • Water transportation connection from Hull to the ferry station in Hingham. • The Braintree Split at Route 128. • Route 3. • Route 123 in Hanover.

Commenter:	MetroWest Growth Management Committee, November 5, December 5 and 12, 2001
Type of Comment:	Project Specific
Abstract of Comments:	The MetroWest Growth Management Committee supported the following projects for inclusion in the Plan: • Route 126/Route 135 Grade Separation (Framingham) • Route 20: Segment 2 & 3 (Marlborough) • Boundary Street/Goddard Road Connection (Marlborough/Northborough) • Route 128 Additional Lane (Randolph to Wellesley) • MassPike/Route 128 Station (Weston) • I-495/I-290/Route 85 Interchange (Hudson/Marlborough) • Commuter Rail Extension (Framingham to Marlborough) Projects that should be added to the Universe of Projects List: • Route 9/I-495 Interchange (Southborough/Westborough) • Rail Link Shuttle Service (Ashland, Southborough, Westborough) • Commuter Rail Extension (Marlborough to Fitchburg) • The feasibility study for MetroWest Regional Transportation Authority is near completion and should be considered in the Plan • Metrowest Regional Bike Trail Network (Assabet Rail Trail, Lake Cochituate Rail Trail, Upper Charles Rail Trail, Wayside Rail Trail, Framingham/Sudbury Rail Trail) MetroWest also submitted these comments in writing.

Public Comments From Fall 2001 Workshop and Sub-Regional Outreach

Commenter:	North Suburban Planning Council, October 10, and November 14, 2001
Type of Comment:	Project Specific
Abstract of Comments:	The North Suburban Planning Council was concerned that they did not know the status of the I-95/I-93 Interchange project in Woburn. They have been concerned about safety issues at this location for many years and had been told a few years ago that there was no way to "build a way out of the problem." One public comment form was returned at the November meeting stating that: • The Green Line Extension to Medford/Tufts should be promoted. • Recommend a better parking arrangement and pedestrian improvements at Alewife.

Commenter:	Inner Core Committee, November 7, 2001
Type of Comments:	Policy and Project Specific
Abstract of Policy Specific Comments:	The Inner Core made several verbal comments regarding policy issues: • They wondered what the policies would accomplish. • They asked how policies are tied to projects. • Policies seem to be too broad in their descriptions and should be more specific. • The MPO needs more visibility in regional planning.
Abstract of Project Specific Comments:	The Inner Core made several verbal comments regarding project issues: • Add Route 3/Route 128 split in Braintree to the Universe of Projects. • Include Telecom City, Urban Ring (Phase 1 through 3), and East Boston Haul Road in the Plan Update.

Commenter:	SouthWest Advisory Planning Committee (SWAP), October 18, and November 15, 2001
Type of Comment:	Policy Specific
Abstract of Comments:	SWAP expressed specific concerns for the Millis Commuter Rail extension. Attendees would like a presentation on the process for preparing the TIP and how to develop a project.

Commenter:	Minuteman Advisory Group on Interocal Coordination (MAGIC), November 8, and December 13, 2001
Type of Comments:	Policy and Project Specific
Abstract of Policy Specific Comments:	Verbal comments on policies were: • All of the projects included in the transportation model should compare project needs and benefits region-wide, to allow priority ranking to be developed based on objective criteria. • Comments made on the Plan in January 2001 were not yet addressed.
Abstract of Project Specific Comments:	Members recommended many of the projects on their "local" list for inclusion in the Plan Update. They include: • Bedford, Crosby Drive. • Bedford & Burlington, Middlesex Turnpike. • Concord Rotary. • Route 2/Crosby's Corner. • I-495/I-290/Rte 85 Interchange. • New Littleton Commuter Rail Station • Regionwide Transit and Commuter Rail Parking. • Reverse Commute on Commuter Rail.

Commenter:	North Shore Task Force (NSTF), October 11, November 8, and December 13, 2001
Type of Comments:	Policy and Project Specific
Abstract of Policy Specific Comments:	NSTF is not comfortable awaiting the results of the ongoing North Shore MIS and would prefer allocating revenue to projects in the current Plan.
Abstract of Project Specific Comments:	The following projects were recommended for consideration by the MPO: • Improved commuter rail service to the North Shore. • Extension of Blue Line to Lynn or Salem. • Connection between Commuter Rail and Logan Airport. • Connection between Commuter Rail and Orange Line. • Transit connection between Peabody/Danvers and Salem Station. • Implementation of subsidized ferry service to the North Shore (Gloucester to Boston). • Increased commuter rail parking on the Rockport/Newburyport Line. • Connection to the Urban Ring. The transit projects for which the committee voiced a general lack of support were the Red/Blue Connector and the Silver Line Connector. There was also some limited discussion of highway projects, primarily centering on non-capacity improvements to the current system.

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Public Comments and MPO Responses from Winter 2001 Outreach

Commenter:	Town of Maynard (Page 1 of 2) (January 2001 Comment Period)
Type of Comment:	Policy Issues
Abstract of Letter:	1) The data used to predict employment trends and transportation needs in the MAGIC subregion are outdated and do not reflect the increased demand on local and regional roadways that has accompanied recent economic growth and development. The 2000-2025 Regional Transportation Plan Update (Plan Update) should include additional discussion of transportation demand in the MAGIC subregion in general and in Maynard in particular. 2) The employment data for Maynard are inaccurate and significantly underestimate current and future demand on local and regional transportation systems. Maynard may have experienced a loss of jobs in the mid-1990s, but current trends indicate a net increase in employment over the near future. The town urges CTPS to obtain current employment numbers from Maynard's major employers and to use this information in the Plan Update. 3) The 2000-2025 Plan provides only a limited recognition of roadway mobility problems in the MAGIC subregion. Route 117, Route 2 and Route 62 are all experiencing the impacts of increased development, yet none are highlighted as mobility problems. 4) The plan fails to consider the reverse commute needs of the employers located on the Fitchburg/Acton lines.
MPO Response:	1) The 2000-2025 Regional Transportation Plan Update (Plan Update) does not include additional discussion of transportation demand in the various subregions and corridors of the MPO. The MPO will consider studying these concerns through the Congestion Management System program. 2) The development of demographic forecasts was done for the MPO by the Metropolitan Area Planning Council, which asked each community to review and comment on their projections. Those comments were considered in the forecasts for each community. The development of a 25-year forecast is an inexact science and the MPO appreciates your comments and will continue to review and update forecasts for subsequent plans. 3) The previously adopted 2000-2025 Regional Transportation Plan does not provide a detailed discussion of mobility problems on the major roadways of the MAGIC subregion because the MPO chose not to overly emphasize existing conditions in the written document. Route 117, Route 2, and Route 62 were included in the Universe of Projects list that was considered for inclusion in the 2000-2025 Plan Update. The MPO will continue looking at mobility issues in the MAGIC region as part of the Congestion Management System program. 4) Providing reverse commute operations is a difficult issue, which requires balancing the benefits received with the costs incurred. The MBTA recently released a report documenting these difficulties and concluded that implementing improvements for reverse commuting is not feasible or advisable on a systemwide basis. However, there appear to be opportunities for a pilot program and for improved capabilities in some targeted areas with coordination with RTAs, TMAs, CARAVAN, and community-based bus services.

Public Comments and MPO Responses from Winter 2001 Outreach

Commenter:	Town of Maynard (Page 2 of 2) (January 2001 Comment Period)
Type of Comment:	Policy Issues
Abstract of Letter:	5) The parking needs at commuter rail stations on the Fitchburg/Acton line are not evaluated in the 2000-2025 Plan. Maynard residents who wish to use commuter rail are inhibited by a lack of parking, in part because parking at stations in nearby towns is primarily reserved for residents of those towns. 6) The 2000-2025 Plan is written primarily from the perspective of someone in Boston looking west. Future transportation plans should reorient that perspective and consider the impact of increased commercial and residential development to the west of Boston.
MPO Response:	5) The MPO places a priority on the provision of additional access to commuter rail stations. The MBTA anticipates building 858 parking spaces along the Fitchburg Commuter Rail Line as part of its parking enhancement program. This program is funded with a combination federal funds allocated to the MBTA, federal funds allocated to other RTAs for use on the commuter rail system, federally earmarked funds, MBTA funds, local funds, private funds or state bond funds. 6) The previously adopted 2000-2025 Plan only included projects that were legal commitments under environmental and legislative regulations and all regionally significant projects in the six year Transportation Improvement Program. The 2000-2025 Plan Update examined and included projects throughout the region.

OFFICE OF THE

BOARD OF SELECTMEN

TOWN BUILDING

MAYNARD, MASSACHUSETTS 01754

897-1001

December 22, 2000

Central Transportation Planning Staff
State Transportation Building
10 Park Plaza, Suite 2150
Boston, Massachusetts 02116

re: Boston MPO Transportation Plan

Dear CTPS:

The Board of Selectmen of the Town of Maynard would like to comment on the Public Comment Draft of the Boston MPO Transportation Plan for 2000-2025. Our comments have also been provided to the Minuteman Advisory Group on Interlocal Coordination (MAGIC) for incorporation in its comment letter.

We recognize that the focus of this version of the Plan, to be submitted in January 2001, is on ongoing projects, and that a supplemental document will be completed in the summer of 2001. However, we are still concerned that there is discussion of and emphasis on increasing traffic congestion in the western portion of the MPO. Our review of the Plan leads to concerns that the data used to predict employment trends and transportation needs in this area are outdated, and are not reflecting the increased demand on local and regional roadways that have accompanied economic growth and development in the Route 495 corridor and in the area between Routes 495 and 128.

The January 2001 plan should include additional discussion of transportation demand in the MAGIC region in general, and in Maynard, in particular.

Specific issues we feel that CTPS should address include the following:

1. The employment data for Maynard are inaccurate, and significantly underestimate current and future demands on local and regional transportation systems. The Table on page 27 shows a net change of -11.86 percent in employment in Maynard between 1995 and 2025. This appears to be based on the closing of Digital Equipment Corporation's three campuses in Maynard in the early 1990s. However, since Digital has gone, the former 'Mill' headquarters has been redeveloped as Clock Tower Place, with approximately

2,800 employees. Clock Tower Place recently presented an expansion plan to the community. Stratus Corp. has moved into another of the former Digital campuses, and the third campus, a 550,000-square foot facility on Parker

Street, is currently being advertised for rental as Metrowest Technology Campus by its new owner. Maynard may have experienced a loss of jobs in the mid 1990s, but current trends indicate a net increase in employment over the near future. Additional commercial/industrial development in Maynard is limited by lack of available land, but, based on current trends, 2025 employment in the Town will not be less than 1995 employment.

We urge CTPS to obtain current employment numbers from the major employers in the Town of Maynard, and to use this information in the January version of the Plan.

2. The growth in jobs in Maynard, as well as in the surrounding area, have resulted in traffic congestion on local roads, with an impact on roads throughout the region. However, there is limited recognition of roadway mobility problems in this area. Again, we feel this is the result of out-dated traffic and employment data. The plan (page 46, map) identifies Route 27 in Acton as a mobility problem, but does not extend the Route 27 'problem' into Maynard. The Plan does not consider the Route 117 corridor (Bolton, Stow, Maynard, Concord, and Lincoln) as a mobility problem. This road has seen increasing congestion, some of it due to Clock Tower Place, as well as to development linked to the Route 495 Corridor. Route 62 is also seriously congestion from Route 2 in Concord through Maynard. These local roadways are seeing the impact of increased commercial space and residential growth in several towns that depend on these links with Routes 495, 128, 2, and 20.

3. Policy 6D (page 7) states that MPO will "Support investments to provide flexibly organized transit to provide access to jobs and reverse commute throughout the region". The only mention of reverse commute in the Plan is a single paragraph on page 71, which addresses Peabody, Saugus, Logan Airport, Burlington, Bedford, and Solomon Pond Mall in Marlborough as reverse commute destinations. The Plan states that information from the 2000 U.S. Census will be used to determine how commuting patterns have changed.

We are disappointed that the Plan does not address the Fitchburg/Acton line of commuter rail as a reverse commute target. Currently, the earliest westbound train at the Acton station arrives at approximately 9:00 am. This is too late to be useful for high-tech workers who are employed in the area. Clock Tower Place is operating a shuttle with connections to the South Acton train station, but this link to commuter rail cannot be fully operational until additional trans are operating westbound during the morning commuting hours, and eastbound

in the evening. When Cisco Systems is fully operational in Boxborough, there will be increased demand on commuter rail. The Plan should evaluate reverse commute needs on the Fitchburg/Acton line, and should identify these needs for future Plan documents.

The need for additional commuter rail service can be demonstrated by the increased demand on Routes 2 and 117 westbound in the morning. Failure to address public transportation options in the Route 2 and 495 corridors will result in further congestion on local and regional roads, and on town residential streets. This problem should be addressed in early iterations of the Transportation Plan, and not when congestion has progressed to a point where local roadways fail.

4. Parking needs at commuter rail stations along the Fitchburg/Acton line were not evaluated in the Plan. There is insufficient parking in South Acton and at all stations west of South Acton. Maynard residents who wish to use commuter rail are inhibited by lack of parking. Beginning in FY01, the Town will be assessed for MBTA costs, but Town residents are left 'out in the cold' when they try to use commuter rail stations in adjacent towns because preferential parking is reserved for residents of those towns and 'open' parking is extremely limited. Maynard is two miles from the South Acton Station and 4 miles from the West Concord Station - so transportation to and from commuter rail is essential. Clock Tower Place is planning to extend its shuttle use to and from the South Acton Station to Town residents when the problem of where to park their cars in Maynard is resolved. It is disappointing that a transportation plan that extends to 2025 virtually ignores problems of commuter rail and parking in one of the fastest growing regions of the state.

We appreciate the opportunity to comment on the Draft Transportation Plan, and hope that CTPS is able to incorporate concerns from Maynard and surrounding towns. This area is growing rapidly, and has limited transportation resources, consisting primarily of old, two-lane roadways and commuter rail with serious parking constraints. We feel that this draft of the Plan was written primarily from the perspective of someone in Boston, looking west. We hope that future Transportation Plans will rearrange that perspective, and consider the impact of increased commercial and residential development on those of us who are in the far western suburbs, looking east. Although we recognize that the most critical transportation problems, with serious impacts on lifestyle, air quality, and economic growth, in the region are associated with the densely populated cities, when we look east we see more and more cars coming at us. We would like to encourage CTPS to anticipate a shift in jobs toward the west, and include considerations of this shift in subsequent versions of the Plan.

We thank the CTPS staff for taking the time to consider comments on the Transportation Plan, and we look forward to future versions of the Plan.

Sincerely,

On behalf of the Town of Maynard and its Selectmen,

Michael Gianotis
Town Administrator

cc: Judy Aliand, MAPC, MAGIC Subregion
State Senator Pam Resor
State Representative Susan Pope
Representative Martin Meehan
Carolyn Britt, Town Planner
Maynard Planning Board

Public Comments and MPO Responses from Winter 2001 Outreach

Commenter:	City of Revere (January 2001 Comment Period)
Type of Comment:	Project Specific
Abstract of Letter:	1) The 2000-2025 Plan did not include two projects of critical importance to the City of Revere: the construction of a direct connection between Route 1A and Route 16 at Railroad Avenue and the construction of a new interchange between Route 1 and Route 16. These projects will improve regional traffic patterns related to Logan Airport, facilitate the appropriate development of underutilized parcels in the City, and significantly reduce cut-through traffic on neighborhood streets. Both projects have already been through a public review process and previously presented to the MPO. When additional long-term projects are considered for inclusion in the upcoming 2000-2025 RTP Update, the MPO should include these projects in the recommended plan.
MPO Response:	1) The previously adopted 2000-2025 Plan only included projects that were legal commitments under environmental and legislative regulations and all regionally significant projects in the six year Transportation Improvement Program. The two projects referenced in your comment were included in the recommended projects list in the 2000-2025 Regional Transportation Plan Update.

The City of REVERE, MASSACHUSETTS
Office of the Mayor
281 Broadway, Revere, MA 02151
(781) 286-8110 Fax (781) 286-8199

THOMAS G. AMBROSINO
Mayor

December 18, 2000

Mr. Terrance Regan
Transportation Plan Manager
Central Transportation Planning Staff
State Transportation Building
Ten Park Plaza, Suite 2150
Boston, Massachusetts 02116

Re: *Boston MPO Transportation Plan*

Dear Mr. Regan:

I am writing in response to the invitation for public comment on the draft Boston MPO Transportation Plan 2000-2025. Specifically, I am writing to express my concern about the failure of such plan to include certain long-term roadway projects that are extremely important to the future economic growth of the City of Revere.

I recognize that the short list of roadway projects included in the recommended plan is a reflection of deliberatively conservative assumptions. I expect that as financial resources become more definite, the Boston MPO will add significantly to this list. Nonetheless, in this period of public comment, I think it important to identify two projects of critical long-term interest to Revere – a new direct connection between Route 1A and Route 16 at Railroad Avenue in Revere and a new Route 1/Route 16 interchange. The goal of these interrelated projects is to allow a direct connection between Routes 1 and 1A via Route 16, thereby eliminating the need for regional traffic traveling between these two major highways to make the necessary connection by utilizing local streets within Revere.

The City of Revere recognizes that a new Route1A/Route 16 connection and a new Route 1/Route 16 interchange each involve major construction and substantial expense. However, the projects are absolutely essential if Revere is to fully realize the tremendous development potential provided by the Suffolk Downs/Global Oil parcels along Route 1A. The projects are also necessary to ensure that future airport related traffic does not create gridlock within the City.

CTPS has already recognized the necessity for these two projects. In its recently promulgated Lower North Shore Transportation Study, CTPS presented alternatives and cost estimates for each of the improvements. By means of this public comment, the City of Revere seeks to make certain that these critical transportation improvements are not ignored in the Boston MPO's long range planning efforts.

Yours truly,

Thomas G. Ambrosino
Mayor

cc: Frank Stringi, Director of Planning and Community Development

Public Comments and MPO Responses from Winter 2001 Outreach

Commenter:	Framingham Bicycle and Pedestrian Advisory Committee (January 2001 Comment Period)
Type of Comment:	Project Specific
Abstract of Letter:	1) The list and map of bicycle facilities and proposals should include the possible conversion of the Sudbury Industrial Track into a trail.
MPO Response:	1) This information has been noted and will be included in future bicycle planning efforts for the region.

Framingham Bicycle and Pedestrian Advisory Committee

William Hanson
Chair
6 Sun Dial Place
Framingham, MA 01701
(508) 628-3686

Edward Kross
Vice Chair
559 Union Avenue
Framingham, MA 01702
(508) 872-4592

Nora Kelly
Secretary
6 Sun Dial Place
Framingham, MA 01701
(508) 628-3686

January 1, 2001

Transportation Plan % CTPS
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116

Dear Sir or Madame:

I would like you to consider amending a section of the Draft Boston MPO Transportation Plan with regard to your data on proposed bicycle facilities (reference Map 6-3). The rail line know as the *Sudbury Industrial Track* northward from Worcester Road (SR 9) in Framingham has recently gone out of service due to a derailment. Because of scant usage and the extremely deteriorated condition of the track the line is unlikely to ever be repaired and brought back into service. Cycling advocates in Framingham see a potential to add this to the trail network consisting of the Lowell-Sudbury Bike Path and the Central Mass. Trail.

The Plan should include this section as a proposed trail. Enclosed are copies of Map 6-3 and page 81 with my alterations marked in red. Please consult your GIS database for the exact location of the rail line. I have also informed Cathy Buckley Lewis of CTPS about this trail and she can supply additional information.

Please feel free to contact FBPAC if you require further assistance. Thank you for you consideration.

Sincerely,

William E. Hanson

William E. Hanson

JAN -3 2001

CORR-035

times unpredictable movements of pedestrians and joggers. Likewise, bicyclists who travel too fast, pass too closely, or give no warning before passing make trail use uncomfortable for others.

In general, trails have proved to be very popular with a wide range of people. Proposed regional trails in the Boston area include the following:

- Bike-to-the-Sea (on the Saugus branch, from Lynn to Everett),
- the Tri-Town Bikeway (Winchester, Woburn, and Stoneham),
- Border to Boston (Newburyport branch and Eastern Route main line)
- Assabet River Rail Trail (Marlborough branch, to South Acton),
- Central Massachusetts (Berlin to Belmont, called the Wayside Trail),
- Lowell-~~Sudbury~~ Framingham (northern part is the Bruce Freedman Trail),
- Upper Charles (Framingham to Medway),
- Minuteman-Charles River connector (via the Watertown branch).

There is one major signed bicycle route in this region, the Claire Saltonstall Bikeway, which goes from Boston to Cape Cod. Most of this route is on-road, with some trail segments included where possible. This route was re-signed in 2000 by MassHighway.

Besides large regional facilities, there is also the potential for short trails to greatly improve mobility and safety for walkers and bicyclists. A potential rail right-of-way connection in Wellesley to Riverside Station is an example of this type of improvement. Other possibilities occur where neighborhoods are cut off from each other because of the road layouts: to decrease through traffic, these neighborhoods end in cul-de-sacs. Short trails connecting these cul-de-sacs would allow only non-motorized access.

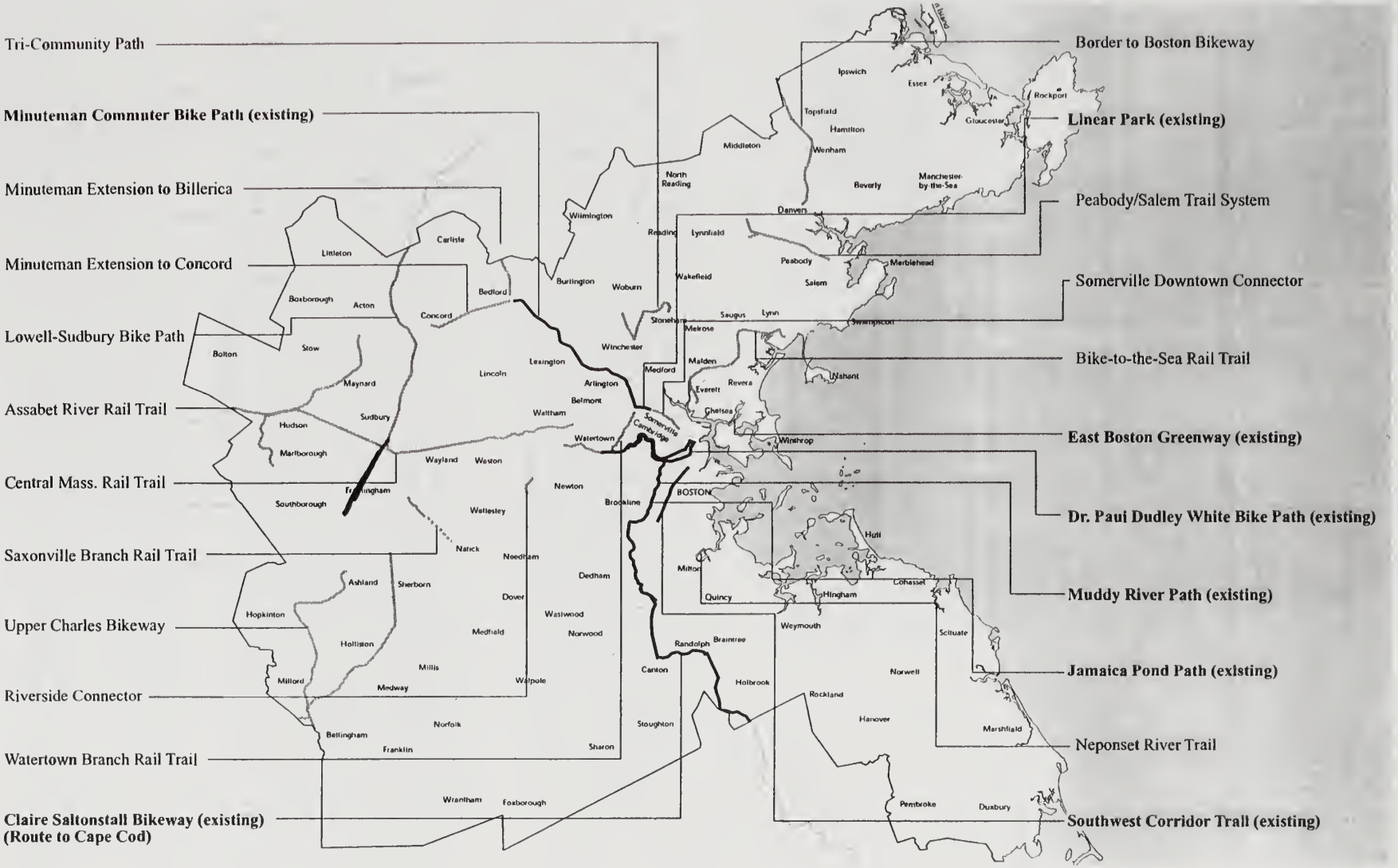
Road Travel

Improvements for bicyclists and pedestrians can be done during road reconstructions. Types of possible improvements include minor widening, especially in areas where a road narrows, new lane markings to favor a wider curb lane, dedicated bicycle lanes, new or improved sidewalks, and improved geometrics at intersections to facilitate bicycle travel and pedestrian crossings. Chapter 90E, Section 2A, of the General Laws (Chapter 87, Acts of 1996) requires consideration for bicycle and pedestrian traffic needs whenever feasible. (Section 2A: The Commissioner shall make reasonable provisions for the accommodation of bicycle and pedestrian planning, design, and construction, reconstruction or maintenance of any project undertaken by the department. Such provisions that are unreasonable shall include, but not be limited to, those which the commissioner, after appropriate review by the bicycle program coordinator, determine would be contrary to acceptable standards of public safety, degrade environmental quality or conflict with existing rights-of-way.)

Conflicts have occurred in the implementation of this law. Creating the full desired outside lane width can result in significant changes in the character of a road. Local communities have resisted, not only to avoid taking down stone walls and trees, but because widened roads can encourage higher vehicular speeds, possibly contributing to less safe conditions for bicyclists. Experienced road bicyclists know that an extra foot or two, even if less than desirable, can make all the difference.

The most common on-road mobility constraint for bicyclists is lack of operating space. Room for bicyclists can be provided by bicycle lanes, paved shoulders or by wide outside travel lanes. Cambridge has installed bicycle lanes, to denote areas of the roadway that are earmarked for bicycle use. According to the American Association of State Highway and Transportation Officials (AASHTO), an outside lane width greater than 12 feet (3.6m) better accommodates bicycles and motor vehicles, and recommends outside-lane

Map 6-3
Existing and Proposed Bicycle Facilities



Public Comments and MPO Responses from Winter 2001 Outreach

Commenter:	South Shore Chamber of Commerce (January 2001 Comment Period)
Type of Comment:	Project Specific
Abstract of Letter:	1) The South Shore Chamber of Commerce supports the following projects and programs that are important for the economic vitality of the South Shore: • the restoration of the Greenbush Commuter Rail Line; • the widening of Route 18 from Route 3 to the Abington town line; • the construction of an exit ramp from Route 3 to the former South Weymouth Naval Air Station; • the widening of Route 3 to Kingston; • the implementation of feeder bus service to commuter rail stations; • the continuation and expansion of commuter boat subsidies; and • the implementation of intra-town bus service in Abington, Rockland, Weymouth, and Norwell.
MPO Response:	1) All of the projects were included in the Universe of Projects that were considered for inclusion in the 2000-2025 Regional Transportation Plan Update. The Plan Update's list of recommended projects includes Greenbush, Route 18, Route 3 widening to Duxbury, and the South Weymouth Naval Air Station Access project. In addition, a suburban bus mobility program was included in the Plan Update. Funding will be provided for a variety of programs to improve mobility in areas that are currently underserved by transit. The details of this program will be developed during the Unified Planning Work Program and the Transportation Improvement Program process. The MPO appreciates your input and will keep you informed during the development of these documents.

SOUTH SHORE
CHAMBER OF COMMERCE

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December 12, 2000

Terry Regan
CTPS Project Manager
Transportation Plan
c/o Central Transportation Planning Staff
Certification Activities Group
State Transportation Building
Ten Park Plaza Suite 2150
Boston, MA 02116

Dear Mr. Regan:

As General Manager and Manager of Business Development and Transportation for the South Shore Chamber of Commerce, I would like to commend you for your Boston MPO Transportation Plan for the year 2000-2025. As a former Chairman of the Joint Regional Transportation Committee, I know the level of commitment and work it takes to put out a transportation improvement plan. I know that we are dealing with increased needs and in some cases decreased dollars and I know many of your plans have to adjust to the issue of environmental justice measures.

Our area, the South Shore of Massachusetts, has been actively involved in transportation planning for over 75 years. On my wall, I have a signed piece of legislation from the year 1925, which created what is now known as the Southern Artery. This organization also had input into the 1949-1950 transportation master plan which was the first document to show what became an outer belt of Route 495, a closer belt which become Route 128 and an inner belt which was never constructed. That plan also showed a need for a Southeast expressway and a Southwest expressway. We now know that the Southwest expressway will never be built and that unless we do something different, the Southeast expressway will be chronically overcrowded.

To that end, we give you our active support for your transportation improvement plan for a number of issues we believe are important to the economic viability of the South Shore. First and foremost, we continue to support the restoration of the Greenbush commuter rail line. Secondly, we actively support the widening of Route 18 from Route 3 to the Abington line. Third, we support an exit ramp off of Route 3 into the former South Weymouth Naval Air Station. Fourth, we support the widening of Route 3 all the way to Kingston. Fifth, we support

commuter feeder bus service to the commuter rail stations. Six, we support continuation of and expansion of commuter boat subsidies and seventh, we support the use of intratown bus service in the towns of Abington, Rockland, Weymouth and Norwell. We support this type of feeder bus service because of the anticipated growth that we believe will take place on the site of the former South Weymouth Naval Air Station.

We hope these comments are beneficial and helpful to you in your deliberations as you look at transportation planning up through the year 2025. If you need any further comments or clarifications, please contact me.

Cordially,

Terry N. Fancher, CCE
General Manager

Public Comments and MPO Responses from Winter 2001 Outreach

Commenter:	Michael Gulbankian, President, Gulbankian Bus Lines (January 2001 Comment Period)
Type of Comment:	Program Specific
Abstract of Letter:	1) The Inter-District bus service program should be expanded as follows: • the Commonwealth should lease ADA equipped parlor coaches; • the funding for the program should be increased to allow additional service and the state subsidy should be indexed to inflation; • the new automated fare collection system should allow for integrated fares between the MBTA system and the Inter-District system; • a program should be established to market all public passenger services within a certain suburban area; and • the buses in the Inter-District program should be allowed to travel free on the Massachusetts Turnpike.
MPO Response:	1) The level of funding provided for the Inter-District program is determined by the MBTA and is outside the scope of the Regional Transportation Plan, but may ultimately affect programming decisions made by the MPO. The MBTA is planning to ultimately provide integrated fares for all MBTA supported services through its automated fare collection system. Caravan for Commuters provides information on passenger services throughout all suburban Boston locations. Caravan's services are currently marketed through signage along major commuter routes. The provision of free access to the Massachusetts Turnpike is not within the control of the MPO. As a member of the MPO, the Massachusetts Turnpike Authority is aware of your concern.

Gulbankian Bus Lines
Michael Gulbankian, Inc.
40 Mt. Vickery Road, Southborough, Massachusetts 01772 • (508) 485-8979

ICC—M.C. 167366 D.P.U. 17498-A

December 12, 2000

Transportation Plan
C/O CTPS
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116

Re: 2000-2025 Transportation
Plan for the Boston Region

Dear Mesdames and Sirs:

Gulbankian Bus Lines is the provider of bus passenger service between Hudson, Marlborough, Southborough and Framingham and Boston. In this service, the company operates one parlor coach leased from the Commonwealth and receives operating assistance through the Massachusetts Bay Transportation Authority's administration of the Commonwealth's Inter-District Program. Without this assistance, Gulbankian would be unable to offer this two round trip per day service.

So often we hear of the need for alternatives to the single occupant automobile traveling to and from Boston. My company and the other Inter-District operators offer an alternative. The Gulbankian service travels through neighborhoods, where passengers can walk to a convenient bus stop and ride in comfort to Boston, where a quick walk or ride on the MBTA takes them to their destinations. This neighborhood service means that Gulbankian passengers do not need the investment and annual cost of an auto just to take them to a large park and ride lot.

In order to make Inter-District bus service attractive to potential riders, five items are needed:

1. Continued support from the Commonwealth by leasing ADA equipped parlor coaches;

2. Increased financial support to allow for four inbound and four outbound weekday rush hour trips, operating at approximately 30 minute intervals. Financial support for a mid-day round trip to serve persons desiring a one-half day visit to Boston and an early return option for those persons usually riding

the commuter trips, who need occasional flexibility. Some people wish to visit Boston on Saturdays, so provision should be made to fund three Saturday round trips, morning, mid-day and late afternoon. Financial support must grow at the rate of inflation. Small bus companies can no longer continue to subsidize what is a Commonwealth function;

3. The MBTA is designing a new fare collection system. As part of it, provision should be made for integrated fares between Inter-District operators and the core transit system. At the present time, passengers using a monthly pass on commuter boats operated by private contractors have this benefit. Commuter Rail passengers using a monthly pass also have this benefit. In the interest of equity, passengers arriving in Boston via Inter-District buses should also have the same benefit.

4. A program should be established to market all public passenger services within a certain suburban area. For example, in the Metro-West area, there are Inter-District bus services to Boston, MBTA Commuter Rail, Massport services to Logan Airport and local bus service. Too few prospective passengers have information readily available to make an informed choice of travel alternatives to the single occupant automobile.

5. So long as the Commonwealth is supporting commuter travel on buses, it would appropriate that buses in commuter service be allowed to use the MassPike without paying a toll.

Gulbankian Bus Lines is a small cog in the large scheme of providing commuter passenger service. However, our efforts remove approximately 60 passenger cars from the MassPike daily. Help us to double or triple that figure to meet the goal of reducing single passenger autos at rush hour.

Sincerely,

Michael Gulbankian
President

Public Comments and MPO Responses from Winter 2001 Outreach

Commenter:	Herbert A. Pence, (HAP International) (January 2001 Comment Period)
Type of Comment:	Project Specific
Abstract of Letter:	1) The 2000-2025 Regional Transportation Plan should have a work program to study how fixed guideway public transit can be successfully integrated into the new Central Artery Park.
MPO Response:	1) The previously adopted 2000-2025 Regional Transportation Plan does not address the need for specific planning studies. Such studies are considered during the development of the MPO's annual Unified Planning Work Program, which occurs in the Spring.

Herbert A. Pence
HAPInternational
P.O. Box 290508
Charlestown, MA 02129
hapinternational@mediaone.net

JAN -2 2001

December 28, 2000

Transportation Plan, c/o CTPS
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116

Dear Sirs:

This letter is in response to your request for comments to the Circulation Draft of the 2000-2025 Transportation Plan for the Boston Region.

There is a developing opportunity for creative transportation planning in the linear Central Artery Park. This 1.6 mile long park will be created when the present elevated Central Artery is dismantled, following completion of the new depressed Central Artery. Currently, planning is underway for uses of the parcels created. On either side of the parcels, a six-lane highway is under construction. This indicates that the surface portion of the land will be used for auto and truck transportation.

There is a serious need for public transportation in this area:

1. Commuter Boat passengers are disembarked at Rowe's Wharf, without transit service to area workplaces;

2. Residents of the North End and Leather District have minimal local transit service, excluding one rapid transit stop serving each neighborhood, which may be at a distance;

3. Commuter Rail passengers arriving at South and North Stations continue to have little choice in local transportation along the new Central Artery Park;

4. Amtrak passengers traveling between points along the Northeast Corridor and Portland, Maine line will have a difficult time transferring between stations, unless they are aware of the Orange Line link between Back Bay and North Stations;

5. Tourists attracted to the new park will be constrained in their enjoyment by how far they can walk; and,

6. Little consideration is given the thousands of inter-city, commuter and suburban bus passengers using the South Station Bus Terminal. It is possible for bus passengers to walk four city blocks before entering the Red Line Station at South Station to continue their trips by public transit.

There are a number of ways the public transportation needs in the new Central Artery Park area between North and South Stations can be met:

1. EOTC Secretary Kevin Sullivan has proposed a monorail. He has directed the MBTA to investigate costs associated with the construction and operation of such a line and submit to him a report;

2. There is the suggestion that a contemporary light rail line be built, using full-length low floor cars;

3. A proposal is being discussed concerning the development of a vintage streetcar line to serve the area. This would be similar to San Francisco's F Line or any one of a dozen vintage streetcar lines currently operating or being built in the U.S; or,

4. An electric trolley bus route would provide many of the advantages to the three schemes listed above at a fraction of the cost.

Please consider adding a work program to study how fixed guideway public transit can be successfully integrated into the new Central Artery Park.

Sincerely,

HP/

Public Comments and MPO Responses from Winter 2001 Outreach

Commenter:	Clean Buses for Boston (Page 1 of 2) (January 2001 Comment Period)
Type of Comment:	Policy Issues and Project Specific
Abstract of Letter:	1) There are discrepancies between Table 10-1, Appendix A, and Table 13-1 in the 2000-2025 Plan. It is unclear how these project listings relate to each other. Also, there are factual discrepancies for specific projects. 2) The description of the recommended projects should include information about why the project is included. For example, what policy does it promote and what existing problem does it address? 3) The environmental justice measures should include: • an analysis of financial investment in public transportation over the past 15 years; • a separate analysis of access to buses and access to rapid transit; • a measurement of on-time performance as opposed to scheduled headways; • a comparison of performance measures across transit modes (e.g., load factor instead of crowd factor); and • an analysis of whether transit service meets the needs of low-income persons, people of color, and transit-dependent populations, including an examination of areas where transit service is lacking.
MPO Response:	1) Table 10-1, Appendix A, and Table 13-1 of the previously adopted 2000-2025 Regional Transportation Plan serve differing functions and should not be identical. However, the previously adopted 2000 plan was rewritten to clarify these purposes and more fully explain the distinctions. Also, the factual discrepancies noted in your letter have been corrected; Table 10-1 in the previously adopted 2000 Plan is correct as written and the other two project listings have been adjusted. 2) In the 2000-2025 Transportation Plan Update (Plan Update), projects were reviewed based on the policies that were developed by the MPO. This information is documented in the Plan. In addition, a description of each project and why it was chosen for the recommended plan is included in Chapter 10 of the Plan Update. 3) The environmental justice measures contained in the previously adopted 2000-2025 Regional Transportation Plan, which were intended to be a beginning step in an ongoing process, included separate information on the access to the bus system and the rapid transit system, as well as a comparison of performance measures across mode. During the development of the 2000-2025 Plan Update, the MPO developed, with the assistance of the Environmental Justice Ad Hoc Committee, additional measures including a measure of on-time performance. The MPO is committed to an ongoing analysis of environmental justice issues including an analysis of financial investments and, if possible, an analysis of areas where transit service is lacking.

Public Comments and MPO Responses from Winter 2001 Outreach

Commenter:	Clean Buses for Boston (Page 2 of 2) (January 2001 Comment Period)
Type of Comment:	Policy Issues and Project Specific
Abstract of Letter:	4) The following projects should be specifically addressed in the 2000-2025 Regional Transportation Plan Update: • the construction of light rail replacement service on Washington Street; • the restoration of the Green Line to Arborway; • the institution of the Indigo Line; • the alignment of the Urban Ring through Dudley Square and Uphams • Corner; • the renovation of all four Red Line Stations in Dorchester; and • the expansion of bus service in the urban core (frequency and hours/days of operation). 5) The Silver Line, Phase B project and the Red/Blue Connector should not be included in the recommended list of projects. 6) The previously adopted RTP does not adequately account for the replacement of the bus fleet. The Regional Transportation Plan Update should include a comprehensive replacement schedule sufficient to assure the replacement of the diesel fleet with clean fuel technology, including plans for the garaging of clean fuel buses. 7) The RTP Update should be developed with the continued participation of the Environmental Justice Ad Hoc Committee. The format of this committee has encouraged real dialogue and mutual understanding between the MPO and the environmental justice community. 8) The RTP Update should undergo another Air Quality Conformity Determination, since it will have a different set of projects.
MPO Response:	4) The projects referenced in your comment were included in the Universe of Projects that was considered during the development of the Plan Update. The restoration of Green Line service to Arborway, the institution of the Indigo Line, and the alignment of the Urban Ring through Dudley Square and Uphams Corner are included in the recommended list of projects in the Plan Update; the construction of light rail on Washington Street is included as an illustrative project; and the renovation of the Dorchester Red Line Stations is noted as an ongoing maintenance initiative. 100 new buses have also been included in the recommended projects list in the Plan Update. The majority of these buses will be operated in the urban core. 5) The requirement to seek federal New Start funds for Silver Line, Phase 3, is part of the recent Consent Decree and the Red/Blue Connector is a State Implementation Plan (SIP) commitment. As such, both are currently included in the Plan Update; however, the MPO has doubts about the advisability of funding the Red/Blue Connector, given the ongoing construction of other projects that may serve the same purpose and provide equal or better benefits. If a substitution is permitted under the SIP, the MPO will reallocate the funding reserved for the Red/Blue Connector to other transit projects. 6) The MBTA and the MPO believe that there are sufficient maintenance funds provided in the Plan Update to permit the judicious conversion of the bus fleet from diesel to alternative fuel. The MPO does not use the RTP to provide detailed maintenance schedules for bus replacements. 7) The MPO has continued to work with the Environmental Justice Ad Hoc Committee during the development of the Plan Update and has expanded the task of the committee to include other planning issues, such as the Transportation Improvement Program and the Unified Planning Work Program. 8) The Plan Update includes a new conformity determination.

January 5, 2001

Terry Regan
Transportation Plan, c/o CTPS
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116

Comments of Clean Buses for Boston on Transportation Plan 2000-2025

Dear Terry,

On behalf of the Clean Buses for Boston (CBB) coalition, I submit these comments on the Draft Boston MPO Transportation Plan 2000-2025. CBB is a coalition of nine community and environmental groups convened in summer 1997 to advocate for less-polluting buses and first class service for low income communities and communities of color in the Boston. CBB includes Alternatives for Community & Environment, Bowdoin Street Health Center, Committee for Boston Public Housing, Egleston Square Neighborhood Association, Four Corners Action Coalition, MASSPIRG, South Boston Environmental Health Watch, Union of Concerned Scientists, and Washington Street Corridor Coalition.

1. **This draft of the Boston MPO Transportation Plan falls far short of achieving the MPO's proposed guiding principles and policies. It is, in fact, not a long-term plan at all, but a collection of projects that have already been approved or legally required.**

   The Boston MPO's long-range plan claims to "set regional priorities for federally funded projects" (p. 4) based on guiding principles. While the nine proposed policies in Chapter 1 are fairly sensible and comprehensive, the Plan's recommended projects include only those that are already legal commitments (many from the Central Artery process) and those currently in the FY2001-2006 Transportation Improvement Program approved recently by the Boston MPO.

   There are virtually no projects planned for after 2005 (only 4 projects to be completed after 2005 and none after 2015). This restricted set of projects does very little to address challenges identified in the plan or concerns raised by communities around environmental justice and transit disinvestment. These challenges include improving mobility, particularly transit service for transit-dependent populations; remedying existing inequities in service for low income communities and communities of color; and reducing sprawl patterns of development that lead to more motor vehicle use and air pollution.

2. **The Boston MPO's system for monitoring, identifying, and prioritizing transportation problems is still heavily skewed towards roads and highways. The Boston MPO must develop an equivalent system with equivalent resources for identifying and prioritizing transit problems.**

   The Plan can only effectively address future transportation challenges if reliable data is collected on existing conditions. Unfortunately, the chief tool for monitoring and identifying problems, the

Congestion Management System (CMS), is exclusively focused on roadway problems. Thus, transit problems, such as where demand may exceed capacity or where service is unreliable and/or slow, remain hidden and under-reported and, ultimately, not adequately addressed.

The CMS, as described in Chapter 4, is a well-developed system to "identify areas with mobility problems and examine alternative solutions to addressing those problems" (p. 47). The CMS monitors select roadways every year and measures performance by average travel speed and delay. Data is collected by test vehicles equipped with GPS that drive in actual traffic.

In comparison, Chapter 5 on Transit contains only a quarter-page description of how the MBTA Operations Department monitors service. Community experience with the MBTA's existing Service Evaluation Process has been extremely poor.

Meanwhile, the same chapter contains 2 page description of the CMS's monitoring of parking capacity at Park-and-Ride Lots (p. 72-73). In this section, it states that "the MBTA considers parking facilities to be at capacity when they are over 85% full" (p. 72). By this standard, the claim is made that there is an extreme parking shortage at Park-and-Ride Lots and that the MBTA and MPO must work proactively to solve this problem. That the MPO would give this much attention to commuter parking with no attention paid to capacity problems on the buses and trains is simply appalling and a glaring example of how the analysis is skewed towards automobiles.

The MPO must significantly develop its systems for identifying and addressing transit capacity issues. Without a system equivalent in scope and resources as the CMS, many transit problems will remain unacknowledged and unaddressed. The measures of transit performance presented in the environmental justice section are only a start to improving the transit monitoring system.

3. **The MPO's definition and measures of environmental justice are a step forward, but there are still major factors to examine and analyze.**

Though the MPO began slowly and though we believe that progress could have been much faster if the Environmental Justice Ad Hoc Committee had been formed in March 2000, we commend the Boston MPO for taking a step in the right direction towards defining and measuring environmental justice. We are pleased that the process has begun and look forward to continuing to work with the MPO to complete it as rapidly as possible.

The intent of the environmental justice requirements must not be lost as we continue to discuss specific measures and analysis. As the MPO rightly states in Chapter 12, "MPO decisions must provide equitable treatment for minority and low income populations when compared to the benefits provided to and the burdens imposed upon non-minority and non-low-income populations" (p. 143). It is the transportation outcomes of MPO decisions that are the true test of whether environmental justice is achieved.

As noted below, we believe that there are environmental justice issues that should be considered immediately, even before the completion of the environmental justice measures. Nonetheless progress should be made on the measures. Our recommendations for these measures are as follows:

- The MPO should analyze its financial investments over the past fifteen years to determine if the flow of public transportation funds has been equitable to low income communities and communities of color. For each project, the MPO should identify the constituency served and burdened and the total funds dedicated.
- In determining transit access, there must be separate analysis of access to bus as opposed to rapid transit/light rail. The map on p. 147 is misleading because it groups these two services together. The difference in quality and level of service provided by these two modes is significant.
- The MPO must measure the actual performance of transit lines in adhering to schedules. Comparing scheduled headways is not enough.

- The MPO must compare performance measures across transit modes. For example, the comparison of vehicle load must be based on load factor, rather than crowd factor. Load factor is a more objective measure that simply measures availability of seats on a vehicle. Sitting versus standing is a significantly different experience, whether on bus or train.
- The MPO must evaluate how well transit service meets the needs of low income, people of color, and transit-dependent populations. In areas where there is no transit service, this analysis is particularly important to determine whether new service ought to be provided.

4. **Based on the Draft Plan's preliminary data, there are several projects and problem areas that must be addressed in the 2001 Plan Update.**

   A common sense inspection of the data provided thus far shows that there is a corridor of high density, low income, high minority, low auto-ownership populations in the neighborhoods directly south of Boston's downtown. These neighborhoods, including Roxbury, Dorchester, Jamaica Plain, and Mattapan, are also the ones where the MBTA stopped providing light rail service on the Orange Line in 1987 and the Arborway Line in 1985.

   Specific projects must be analyzed in the long-range plan to satisfy transit needs in this corridor. The projects that should be examined include:

   - Light Rail Replacement Service on Washington Street
   - Restoration of the Arborway Green Line
   - Indigo Line on the Fairmont Branch of the Commuter Rail
   - Urban Ring alignments through Dudley Square and Uphams Corner
   - Renovation of all four Red Line Stations in Dorchester

   In addition, bus service should receive a full review in this corridor. In combination with the above rapid transit/light rail projects, expansion in bus service (frequency and hours/days of operation) should be pursued.

5. **There are several projects currently proposed in the Draft Plan that should be re-evaluated to determine how well they meet the needs of low income and transit dependent populations and whether they are worth the expense.**

   Specifically there are two projects that we doubt will contribute to meeting the goals of the MPO. We have serious concerns about the Silver Line Transitway 2, Section B. This project will cost $713 million and will construct a tunnel from Boylston Station to South Station. Without this tunnel, the so-called "Silver Line" will not be a new line at all, but two separate projects: the South Boston Transitway and Washington Street Replacement Service. Indeed, these two projects were separate when originally conceived. To date, there has not been an adequate study justifying the need for there to be a Silver Line connecting Roxbury to South Boston. Section B, the critical link between the Transitway and Washington Street lines will cost as much as both those segments combined. Section B and the concept of the Silver Line should be abandoned and the resources dedicated should be allocated to light rail replacement on Washington Street.

   The other project is the Red Line-Blue Line Connector. This project, estimated at $220 million, is redundant if the purpose is to enable Red Line access to the airport. The AITC is already planned to provide airport service from South Station. The resources planned for this project should be reallocated to other projects that we describe above in #4.

6. **The Plan does not adequately account for the routine replacement of the bus fleet. The Plan 2001 Update must include a comprehensive plan for replacement of the bus fleet with non-diesel alternatives and the facilities that must be built to house them.**

The current Plan only provides for the purchase of 314 CNG buses. There are almost 1000 diesel buses in the system, and all will need to be replaced by 2006, assuming a standard 12-year lifespan for buses. In fact, the 25 year plan ought to plan for two complete turnovers of the fleet. It is simply unacceptable for there not to be a capital plan in place for the routine replacement of these vehicles. Furthermore, the MBTA must develop a comprehensive plan for garaging these vehicles.

7. **Description of Recommended Projects should include explanation of why the project is recommended.**

   The description of recommended projects in Chapter 10 and Appendix A are inadequate. They are merely listings of the projects without any description of why the projects were chosen to be recommended. Descriptions need to be added to explain which MPO policies and goals the project promotes and the existing conditions that the project addresses.

8. **The 2001 Plan Update must be completed with full participation from the Environmental Justice Ad Hoc Committee.**

   The MPO's convening of this committee finally enabled forward progress on environmental justice. We believe that this process should continue in the same format with real dialogue and the goal of building consensus and mutual understanding.

9. **The 2001 Plan Update should undergo another Air Quality Conformity Determination, since this update is expected to have a larger and different set of projects.**

   Because the 2001 Plan Update will include new projects and forecasts based on new land-use scenarios, there must be another Air Quality Conformity Determination by the EPA.

10. **Reconcile discrepancies between Table 10-1 and Appendix A and Table 13-1.**

    There are currently more projects listed in Appendix A's No-Build, Build Scenarios, and Not Affecting Travel Model (61) than in Table 10-1 (44). Also, there are discrepancies in costs between Table 10-1 and Appendix A for Route 3 North, Telecom City Roadways, Arborway Restoration, and Blue Line-Red Line Connection. Finally, the Amtrak service to Portland is listed in Table 10-1 as being included in the air quality modeling, but listed in Appendix A as not affecting travel model.

    Finally, Table 13-1 includes yet a different set of projects (57). It is unclear how these projects should relate to Table 10-1 and/or Appendix A.

If you have any questions regarding these comments, please call me at 617 442-3343 x24 or email at penn@ace-ej.org. I look forward to participating in the process to finish the 2001 Plan Update and the MPO's environmental justice measures.

Sincerely,

Penn Loh
Executive Director

cc:

Richard Doyle, FTA

Robert Durand, Executive Office of Environmental Affairs

Mindy Lubber, US EPA New England

Andrea D'Amato, Boston Transportation Department

Paul Regan, MBTA Advisory Committee

David Soule, MAPC

Senator John Kerry

Senator Edward Kennedy

Representative Michael Capuano

Senator Dianne Wilkerson

Rep. Byron Rushing

Rep. Gloria Fox

Rep. Marie St. Fleur

Rep. Shirley Owens-Hicks

Rep. Liz Malia

Councilor Charles Yancey

Councilor Charles Turner

Councilor Mickey Roache

Public Comments and MPO Responses from Winter 2001 Outreach

Commenter:	Ted Hamann, Resident of Cambridge (Page 1 of 2) (January 2001 Comment Period)
Type of Comment:	Policy Issues
Abstract of Letter:	1) In general, the 2000-2025 Regional Transportation Plan's consideration of bicycling is a description of what has been done, what's in the pipeline, and processes for accomplishing tasks. It includes no measurable goals and no real vision of what should be done. 2) The Air Quality Conformity Determination of the 2000-2025 RTP contains one parenthetical mention of bicycling. There is no discussion of how increased use of this mode might contribute measurably to cleaning up Greater Boston's air. 3) Policy # 5 in the 2000-2025 RTP speaks of encouraging bicycling through "priority funding" of bicycle projects. In reality, it is a struggle to receive funding for any bicycle project. 4) Policy # 6 in the 2000-2025 RTP fails to mention that bicycling is the most economical means of travel over short distances and that the vigorous promotion of cycling could help to achieve environmental justice. 5) There is no mentioning of bicycling in Chapter 14 of the 2000-2025 RTP, "Next Steps." It would be the perfect spot to begin a discussion of the need to update the 1998 Statewide Bicycle Plan.
MPO Response:	1) The previously adopted 2000-2025 Regional Transportation Plan was modified to address your concerns and place additional emphasis on the importance of bicycling. 2) The Air Quality Conformity Determination provides an air quality analysis based upon model projections. Since the model projections include changes in mode shares, including non-motorized mode shares, the conformity determination considers the impact of projected increases in bicycling in the region. The conformity determination is not, however, the proper place to discuss any "what if" scenarios. 3) The MPO policies were rewritten during the development of the 2002-2025 Regional transportation Plan Update and much of the language relating to placing a priority on one or more types of projects has been removed. The MPO remains committed to funding bicycle projects through the annual Transportation Improvement Program and is currently developing programming criteria based, in part, on the policies included in the Plan Update. 4) The increased use of bicycling is not typically considered an "environmental justice" issue as that phrase is used and understood in the transportation arena. Simply put, environmental justice requires an examination of the provision of services to determine whether low-income and minority communities are sharing equitably in the provision of benefits and the imposition of burdens. 5) The MPO has been informed that there is currently no plan to update the Statewide Bicycle Plan and therefore was not included as an action item on this issue in Chapter 14 in the previously adopted 2000 Plan. However, the chapter was rewritten to include references to working with bicycle and pedestrian advocates in the development of the Plan Update.

Commenter:	Ted Hamann, Resident of Cambridge (Page 2 of 2) (January 2001 Comment Period)
Type of Comment:	Policy Issues
Abstract of Letter:	6) Chapter 2 of the 2000-2025 Plan declares that a major goal of the plan is to divert single occupant drivers to carpools, vanpools, or public transportation, but fails to mention bicycling. 7) Chapter 5 of the 2000-2025 Plan mentions the steps taken by the MBTA to accommodate bicyclists, but fails to address the need to extend its hours of service. 8) Chapter 6 of the 2000-2025 Plan discusses some of the current conflicts over the implementation of Chapter 87. It should be noted, however, that many conflicts might be avoided if MassHighway adopted narrower lane widths for most highways or made the exception process (to narrow lane widths-not give a bike waiver) easier on rural/scenic roads. 9) Traffic calming receives only passing treatment in the RTP and needs to be stressed more fully in the document. 10) The discussion of the travel demand model in Chapter 9 of the 2000-2025 Plan does not provide any statistics concerning total bike trips or the average length of such trips.
MPO Response:	6) The reference to diverting single occupant drivers to other modes was expanded to include bicycling in the previously adopted 2000-2025 Plan. 7) The MBTA has strengthened its relationship with MassBike through creation of a formal Advisory Committee that works with the MBTA to address all bicycle accessibility issues related to transit services. The MBTA has begun providing bicycle racks on its bus fleet. The authorization to take bicycles on rush hour commuter trains is an operational issue, which is being addressed by the MBTA. Currently, the MBTA is reviewing data concerning vehicle crowding. This analysis should help to determine whether hours of accessibility for bicyclists can be expanded. The MBTA Commuter Rail official policy has been amended to allow folding bicycles on the system at all times, without peak-period restrictions. A similar policy is under evaluation for the subway system. 8) Last year, MassHighway created a task force of state, regional and local interests to review roadway design standards and their impacts on historic and rural areas. The final report of that task force recommends the formation of a design forum to examine issues related to roadway standards, including the design exception process. The MPO will continue to monitor this issue. 9) The section of the previously adopted 2000 Plan relating to pedestrian issues, including the discussion of traffic calming measures was rewritten to provide greater detail. 10) The model currently does not distinguish between walk trips and bicycle trips. Therefore, it is not possible to provide the requested data at this time.

Ted Hamann
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Comments on the Boston MPO Transportation Plan 2000 – 2025
Regarding the Provisions for Bicycle Transportation

The good news is that there are a number of references in the *Boston MPO Transportation Plan 2000 – 2025* (The Plan) to bicycling and two to the Massachusetts Bicycle Coalition (MassBike), some of them quite positive and explicit. The bad news is that this document does not fully weave bicycle transportation into the fabric of the Plan, and, a more general criticism, it is — like the 1998 *Massachusetts Statewide Bicycle Transportation Plan* without the last minute inclusion of the "Action Plan" — not really a plan but a description of what has been done, projects in the pipeline and processes for accomplishing tasks. It includes no measurable goals and no real vision of what should be done by the year 2025 to create a sustainable surface transportation system in which bicycling could play a far more significant role than it does today. At least the federal *National Bicycle & Walking Study* of 1994 states the goal of doubling the number of bicycle trips, though without a specified timeframe.

Sticking now only to bicycling, I find the following references to it in the Plan:

In Chapter 1, *Introduction and Policies*

• Page 5 – Policy #2, "To ensure and increase the safety and security of transportation system users, regardless of mode."
"Support designs, projects, and programs that encourage **bicyclists** [and other transportation modes] and consider and support the use of traffic calming when appropriate. . . . [and] Support the inclusion of appropriate **bicycle** improvements in highway and transit projects."
Comment: this, of course, is mandated by Mass. Chapter 87, the Bicycle/Pedestrian law.

• Page 6 – Policy #4 [the reduction of pollution].
"Encourage, through funding programs, the use of travel modes that contribute to clean air. . . . Encourage transportation enhancements projects to preserve and improve the natural and built environment."
Comment: in Chapter 13 on the measurement of air quality, there is only one, parenthetical mention of bicycles (page 166); there is no discussion of how such clean vehicles as bicycles might contribute measurably to cleaning up Greater Boston's polluted air.

• Page 6 & 7 – Policy #5 [integrate the various modes of transportation].
"F. Plan projects that provide street, **bicycle** and pedestrian connections to transit routes. . . .
"G. Encourage a regional network of safe and convenient **bikeways** connected to other transportation modes and local **bikeway** systems, consistent with regional street design guidelines."
"H. Provide pedestrian and **bicycle** access . . . as a part of transportation projects through priority funding for pedestrian and **bicycle** projects."
Comment: so far there clearly has been no "priority funding" of bicycle projects; in fact, interested bicycle groups have had to struggle to achieve funding for the few projects approved for construction.

• Page 7 – Policy #6, "Provide a transportation system that is accessible to all people regardless of physical limitations, economic status, or ethnicity, and ensure that transportation system benefits and burdens are shared equitably."

Comment: there is no mention anywhere that bicycling is the most economical means of travel over shorter distances, and that vigorous promotion of it would contribute measurably to "Environmental Justice" (Chapter 12 of the Plan).

• Page 8 – Policy #9, "Promote the integration of transportation and land use policies that result in more efficient use of the regional transportation system."

"C. Encourage . . . development patterns that support increased mobility and accessibility, particularly by transit, walking and **bicycling**."

This chapter ends by declaring that this Plan is only a first step in creating a long-range transportation plan for the year 2025. It says that Chapter 14, "Next Steps" spells out the work that will be done in 2001.

Comment: there is no mention of bicycling in this chapter; it would have been a good place to declare the intention of updating the 1998 Bike Plan.

• Chapter 2 on physical and environmental conditions: the Plan cites on page 31 among transportation project commitments "capacity increases through widening or restriping existing pavement [sic!]."

Comment: how does one widen existing pavement? But restriping existing pavement to provide wider shoulder lanes (AND thus narrower travel lanes) could enhance bicycle safety.

• Chapter 2, page 31: the Plan declares that "a major goal for air quality improvement is to get people out of their single-occupant vehicles [meaning cars, not bicycles!] and into carpools and vanpools and public transportation.

Comment: to which should be added "and bicycles."

• Chapter 2, page 37: not directly related to bicycling, but nonetheless well to mention is the Plan's consideration of the relationship of transportation and land use, acknowledging the deleterious effects of local zoning, which basically encourages sprawl and inefficient transportation (including the fact that sprawl increases travel distances for cyclists as well as cars).

• Chapter 5 on "Transit System", page 71: the Plan includes a paragraph on "**Bicycle** Access", which mentions that the MBTA no longer requires passes for bikes, is installing bike racks on 22 buses, and plans to spend $50,000 in [federal] enhancement funds on bike parking facilities at stations.

Comment: the Plan does not mention the T's failure so far to extend hours of service, a feature ardently wished for by Walk Boston as well as the bicycle community. And, while any funding of bicycle parking facilities at MBTA stations is much appreciated, $50,000 buys very little nowadays!

• (Chapter 6, "**Bicycle** and Pedestrian Transportation": The chapter opens on page 77 with declarations that bicycling (and walking) is a good thing and should be "encouraged." It mentions the 1998 state bike plan and quotes its vision statement. More specifically, it declares that "**Bicycle** mobility is affected primarily by conditions on the roads." (page 78) It goes on to say that "both modes [pedestrian as well as cyclists] use trails."

• Chapter 6, page 78: In the following paragraph the Plan says that "Ongoing efforts to improve conditions for **bicycling** and walking in the Boston MPO region have been encouraged and bolstered by citizen involvement, especially through the **Massachusetts Bicycle Coalition** and Walk Boston.

Comment: this is the first time that I know of that a state transportation agency has acknowledged officially that MassBike exists and is an effective agent of change!

• Chapter 6, page 79: the Plan states the need to enforce better traffic laws, acknowledging that "traffic enforcement to protect the rights of bicyclists and pedestrians is very limited." In the same paragraph the Plan acknowledges the need to educate **cyclists**, "using such programs as **Effective Cycling** (sponsored by **MassBike** . . . .)" It goes on to state in the next paragraph that "motorists need to know that roadways must be shared."

• Chapter 6,page 80: The Plan acknowledges that even "a significantly expanded network of trails in the Boston area, they can serve only a fraction of all [bicycle] trips."

• Chapter 6, page 81: with respect to road travel, the Plan acknowledges that the Bike/Ped law (Chapter 87, Acts of 1996) has created "conflicts . . . in the implementation of this law. Creating the full desired outside lane width can result in significant changes in the character of a road. Local communities have resisted, not only to avoid taking down stone walls and trees, but because widened roads can encourage higher vehicular speeds, possible contributing to less safe conditions for **bicyclists**. Experienced road bicyclists know that an extra foot or two, even if less than desirable, can make all the difference." [sic!]

Comment: it is commendable for the Plan to mention the pitfalls of Chapter 87, but the last sentence is inexplicable and needs to be reworked or dropped. Regarding the conflict in communities over widening roads to accommodate bikes, these conflicts may be avoided in many cases if MassHighway were to adopt narrower lanes widths as a rule on all but limited access, high-speed highways, and/or made the exception process (to narrow lanes-not give a bike waiver) easier on rural/scenic roads.

• Chapter 6, page 84: under "Access to Other Modes" the Plan states that "during times of congested motor-vehicle traffic, the **bicycle** is often a quicker mode for trips up a few miles."

Comment: this statement is very true; it should be more widely acknowledged in other parts of the Plan, such as under the chapters on "Environmental justice" and "Air quality conformity determination". My reading of the Plan indicates that traffic calming is mention only in this chapter, a practice beneficial to pedestrians as well as cyclists. Traffic calming needs wider application in planning the Boston MPO's transportation future.

• Chapter 6, page 86: In its conclusion to this chapter the Plan states that "MassHighway, in conjunction with local communities and the public [e. g., MassBike], should make new and reconstructed roads as safe as possible for bicyclists and walkers. *This would include allowing lanes that would be lower than MassHighway standards. . . .*" [my italics] Finally, the Plan states that "Advisory boards for both **bicycle** transportation and pedestrian transportation have either already been established or are under consideration by EOTC. In order to ensure that these popular non-motorized modes continue to grow, the recommendations of these bodies *must be implemented.*" [my italics]

Comment: this paragraph of conclusions contains statements more unequivocal about promoting bicycling than any in the Bike Plan, or indeed anywhere else.

• Chapter 9, page 10: the Plan talks about "Travel Demand Model Characteristics".

Comment: it includes examples of travel statistics, such as total number of daily trips made by auto and transit in the region, and average trip length for transit and auto trips, but nowhere does it consider bicycle trip totals or length of trips.

• Chapter 10, "Recommended Plan", page 117: the Plan concedes that the "constrained" list of transportation projects listed in the FY2001-06 Transportation Improvement Program (the TIP) "will require the Boston MPO to continue work on long range transportation planning in preparation of an expanded 2001-2025 Transportation Plan."

Comment: this is an invitation for bicycle transportation advocates to press their case for more effective bicycle projects and programs in the region and statewide.

• Chapter 10: In a paragraph on "Enhancements" — Bicycle and Pedestrian, the Plan says "the MPO will continue to fund **bicycle** paths . . . as part of its Congestion Management Air Quality (CMAQ) program. . . . The provision of bicycle access in the design of all roadway reconstruction projects is a legitimate mandate to MassHighway."

• Chapter 11, page 127: "Financial Plan" the Plan says that it has dedicated more than 90% of revenues to system maintenance and system "enhancements, such as the construction of pedestrian or bicycle facilities or the signalization of intersections."

Comment: in reality it is very tough to get any bicycle related project funded!

Public Comments and MPO Responses from Winter 2001 Outreach

Commenter:	Paul Lambert, JRTC Representative for the Town of Canton (January 2001 Comment Period)
Type of Comment:	Project Specific
Abstract of Letter:	1) The section of the 2000-2025 Regional Transportation Plan dealing with intelligent transportation systems is well written, but should be expanded to cover additional possibilities, including: the construction of satellite parking facilities connected to train stations by moving sidewalks or frequent shuttle bus service, and the use of rail vehicles that are convertible to on-road vehicles through a dual wheel configuration. 2) With the institution of high speed rail service, Amtrak has the potential to alleviate much of our air traffic congestion, but only if it survives the Congressional mandate to be self sufficient by 2003. One way to meet this requirement is for Amtrak to expand into the small freight market.
MPO Response:	1) The MPO does not consider the widespread use of moving sidewalks connecting rail stations to satellite parking facilities or the use of road/rail vehicles to be practicable at this time. 2) Amtrak is already in the freight business. Except in the Northeast Corridor, most Amtrak trains now include several boxcars loaded with freight. In addition, Amtrak has always offered express package shipping in its baggage cars.

PAUL K. LAMBERT
TRANSPORTATION CONSULTANT
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Dec. 8, 2000

Dear M.P.O. Members

The Boston M.P.O. Transportation Plan 2000-2025 is most comprehensive and well written.

The Intelligent Transportation Systems section, beginning on page 54, shows excellent resourcefulness in making the facilities we now have function more effectively.

This type of thinking needs to be extended to other areas where we are not performing as well as we should be. The key is making good use of other technologies that we already have.

Many parking facilities, both large and more modest, fill up at an early hour. Thus, those who want to park cannot and so look for other facilities, or drive all the way. Ideally, parking facilities should be located adjacent to the station, but what should we do if the demand exceeds all possible available supply near the station? We should look for other areas near the station and use moving walkways wherever possible. Otherwise, very frequent shuttle buses. Airports have done well in this area. We need to do the same.

The dependability of airline service is deteriorating rapidly and will get worse because it is almost impossible to build new airports in timely fashion. We see that enlarging regional airports, like Green in Rhode Island and Manchester in New Hampshire has helped some. Similar effort, part starting in Worcester, will be good. Now that high speed trains are finally reaching Amtrak, a tremendous contribution from them is

(OVER)

potentially there. But, will it happen? Not if Amtrak is legislated out of existence in 2003 because of failure to achieve self sufficiency. Amtrak can succeed if they become more involved in the small shipment area of freight transportation. Look at the tremendous success of United Parcel Service. The takeover of Roadway Package Service by Fedex shows the vastness of the small shipment market. Amtrak has to get more of that traffic on the rails, now that they are getting the speed. You show no awareness of Amtrak's big problem, but it is one they can win.

Intelligent Technology Strategies need to go far beyond what is set forth on page 121. For many years, I have stressed the importance of vehicles with two sets of wheels - one for the rail and one for the road - as the most logical solution for the Greenbush Line. Great efficiencies are being achieved in freight transportation with these vehicles. Meanwhile nothing is happening on Greenbush except for towns demanding more and more amenities which they know will kill the project. All the while, road congestion in the peak hours becomes worse.

The same problem is evident on the proposed Fall River - New Bedford line. Every possible route has obstacles of an environmental or other nature. The biggest problem is that people who are selfish can and do make the most noise. Majority doesn't rule, not even in Presidential Elections, as we are finding out.

To sum up, use the roads where they work, but go to the rails when the roads become congested. We have the technology to do this. We need to use it as soon as we can prove by judicious experiments that it will work.

Sincerely,

Paul F. Lambert
JRTC Representative
Town of Canton

Public Comments and MPO Responses from Winter 2001 Outreach

Commenter:	Gary F. Wilson, Resident of Jamaica Plain (January 2001 Comment Period)
Type of Comment:	Project Specific Issues
Abstract of Letter:	1) Careful examination should be given to significantly extending the subway lines in all directions. In particular the Orange Line should be extended to Hyde Park and down Blue Hill Avenue out to Route 128. 2) The 2000-2025 Plan does not adequately consider the future impact of automated vehicle technology. It seems likely that the planning of a national system of vehicle/highway automation will take approximately ten years, followed by 15 years of system installation. Boston should get ahead of the curve and seek to be a leader in this area.
MPO Response:	1)The MPO received many comments requesting projects to be included in the Transportation Plan. The extensions of the subway lines were included in the Universe of Projects list that was considered during the development of the 2000-2025 Regional Transportation Plan Update. However, the Plan must be financially constrained document and many projects were not able to be included at this time. The Universe of Projects list will be used in the development of the next Plan. 2) Automated vehicle/highway technology is in its infancy. At the present time, no one can reliably project what type of national protocol will be developed, accurately estimate the cost of such a system, or identify funding sources for such costs.

From: Gary F Wilson <gwilson@juno.com>
To: <Transportationplan@ctps.org>
Date: Friday, December 1, 2000 8:29 PM
Subject: Public Comment on Boston MPO Transportation Plan 2000-2025

I have read the Draft Boston MPO Transportation Plan 2000-2025. As a citizen and not a transportation planner, there is much that I cannot begin to address. Nevertheless I have some specific comments.

A: EXTENSION of SUBWAY

1. Careful examination should be given to significantly extending the Orange, Red, Blue, and Green lines in all directions. Extending the Orange Line to Hyde Park is especially important.

2. The orange line should be extended down Blue Hill Ave out to Route 128.

Extending single seat rides throughout the system would have a very important impact on community and the mobility of the poor. Commuter Rail service does not remotely meet this need. The subway system provides a level of service and reliability that trains and buses do not.

Changing to buses and trains is an important barrier to understand. It is much more than an issue of time. When people plan for changes from one ride to another they must plan for worst case wait times, not average wait times and this adds major time to connections and leaves people exposed to weather and vagaries of strange locations. There are other important human factors and psychological issues to address. These are probably politically charged issues as people like to contain the poor in the urban core.

B: ITS PLANNING

The plan pointed out that various aspect of the ITS initiative were being considered for use in control of traffic. What seemed to be missing was consideration of the automated vehicle part of the ITS initiative. Over the next five to ten years this is a small consideration, but it could grow enormously after that. A 25 year plan should clearly open this territory. Here is why.

The next ten years will be spent figuring out how to build a national automated vehicle highway system. Individual computer, sensor, signaling, and communication technology will mature. The cost performance of computer and communication technology will improve by a factor of between 100 and 1000. The technology will enter vehicles and highways as active safety measures, as they already are doing. Many large scale system issues will come to the fore and become well defined, if not basically solved. It seems likely that long term methods of reliably marking highways and roads, and of providing communication systems along highways to communicate with vehicles, and the phase in plan, will all be defined over the next ten years. The last 15 years of the planning period will be a period of system installation, before which significant automated vehicle use is not likely. System installation will be a major financial and public works undertaking. Likewise, the simple extrapolation of the existing system will no longer be valid. Automated vehicles will change the way people travel, the distance they travel, the number of trips, the quantity and kind of vehicles they buy, road capacity, and the parking equation. Automated vehicles change the

ways roads are constructed as well as worked on. Automated vehicles will change the optimum size of buses and the nature of their routes. It will change the depreciation cycle. The kinds of vehicles purchased for buses will change and this requires a long lead time. It will change the desirability of subways. It will change how freight is handled and services delivered. It will change how money is spent on transportation.

For an example of how fast technology can change the environment, look at the World Wide Web. It did not exist eight years ago. Hardly any businesses used the Web four years ago. Ten years from now it will have mostly destroyed over-the-air broadcasting. It will affect transportation too. Change can happen very fast. The major growth in the politically powerful elderly population will be a major driver of automated vehicles as they seek to remain mobile and safe as they age and the work force is too scarce or expensive to drive them around.

The Boston MPO Transportatin Plan 2000-2025 needs to take automated vehicles more into account in every section of the plan. Boston might even look at being a leader in this field instead of just being a follower. It would do a lot to create a vigorous and probably growing society throughout New England. It would have a very major impact on quality of life. Travel time is too often wasted or dead time. Transportation is too often unavailable or inaccessible. Automated vehicles will change this in unpredictable ways. It is time to get started. A 25 year plan needs to really be a 25 year plan, not a 10 year plan just dressed up.

I appreciate having this plan. It gives me a window into our society that most people do not get the opportunity to take advantage of.

Sincerely,

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Public Comments and MPO Responses from Winter 2001 Outreach

Commenter:	Adam Last, Resident of Westborough (January 2001 Comment Period)
Type of Comment:	Policy Issues and Project Specific
Abstract of Letter:	1) The 2000-2025 Regional Transportation Plan would benefit from an evaluation of whether or not the planned projects will reduce the amount of pollution being generated and whether or not they will help the region achieve air quality standards. 2) It is not clear as to whether the demographic changes in employment and population are taken into consideration by the plan. 3) A bus line should be operated between Worcester and Boston with stops at all major attractions (retail, residential, employment, educational, and recreation). 4) Additional parking at commuter rail stations should be a priority. 5) The Worcester commuter rail service should be made fully operational by opening the interim stations. Yet, the plan does not provide any funding for this needed service.
MPO Response:	1) Chapter 13, the Air Quality Conformity Determination, in the previously adopted 2000 Plan evaluates the recommended projects for air quality benefits and concludes that the plan will improve the air quality of the Eastern Massachusetts Region. The chapter has been rewritten to provide additional clarity. 2) The MPO has taken forecasted growth into account during the development of the 2000-2025 Regional Transportation Plan Update (Plan Update). 3) The MPO received many comments requesting projects to be included in the Transportation Plan. The possible institution of a bus line between Worcester and Boston was included in the Universe of Projects list that was considered during the development of the 2000-2025 Regional Transportation Plan Update. However, the Plan must be financially constrained document and many projects were not able to be included at this time. The Universe of Projects list will be used in the development of the next Plan. 4) The MPO places a priority on the provision of additional access to commuter rail stations. The MBTA anticipates building 9,568 parking spaces along the Commuter Rail Lines as part of its parking enhancement program. This program is funded with a combination federal funds allocated to the MBTA, federal funds allocated to other RTAs for use on the commuter rail system, federally earmarked funds, MBTA funds, local funds, private funds or state bond funds. 5) The interim stations will be opened in 2002. Final funding for the interim stations on the Worcester commuter rail line is included in the Plan Update.

9 Phillips Street
Westborough, Massachusetts 01581

DEC 21 2000

December 17, 2000

Transportation Plan, c/o CTPS
10 Park Plaza, Room 2150
Boston, MA 02116

RE: Comments to Draft Boston MPO Transportation Plan 2000-2025

To Whom It May Concern,

The purpose of this letter is to present my comments to the Draft Boston MPO Transportation Plan 2000-2025, with a focus of the east-west transportation corridor into Boston. I offer the following comments based on a thorough review of the Boston MPO Transportation Plan 2000-2025 and participation in the December 12, 2000 public meeting held in Framingham.

I applaud the effort expended to prepare the Boston MPO Transportation Plan 2000-2025 ("the Plan"). This is a well written document and relatively easy for me to understand. Overall, the Plan was prepared to outline the steps to be taken to help the Boston Region meet air quality standards in the future. Currently the Boston Region has several non-attainment areas and the largest contributors of pollution are automobiles, mainly single occupant automobiles. The primary goal of the plan is to outline how the Boston Region will reduce the amount of pollution coming from vehicles and come into compliance with the air quality standards.

Evaluation

The Plan would benefit from an evaluation of whether or not the planned projects will reduce the amount of pollution being generated and whether or not they will help the Boston Region achieve the air quality standards that it needs to.

In order to reduce the amount of pollution being emitted into the air by vehicles, two things must happen:

(1) the number of vehicles travelling on roadways must be reduced {source reduction}; and

(2) the amount of pollution being generated by vehicles must be reduced through pollution control devices on vehicles or by using alternative energy sources {source reduction}.

For commuters in the Boston Region there are currently two alternatives to getting into and out of Boston: to drive or to take the "T". The traffic jams going into Boston and leaving Boston during the rush hours (7-9 a.m. and 4-6 p.m.) are famous. Many commuters drive to the commuter rail station nearest there home and take the "T" into Boston. However, the commuter rail stations are at capacity.

As indicated in the Plan, the population of the Boston Region is expected to increase by over 200,000 people (6%) and 360,000 new jobs will be created (30% increase) between 2000 and 2025. It is safe to assume that there will be a corresponding increase in the volume of traffic going into Boston. It is not clear from the information presented whether these increases are taken into consideration in the Plan.

Recommendations

In addition to the projects listed in the Plan, I recommend the following projects be included in the 2001-2025 Transportation Plan.

1. *Create a Boston to Worcester Bus Line along Route 9.* Historically a Boston to Worcester public bus line operated on Route 9, and before that a trolley line ran down Route 9. Unfortunately, the bus line was discontinued. Re-creating the bus line travelling down Route 9 from South Station in Boston to Worcester City Hall will improve the public transportation. The bus line could succeed with proper marketing and with stops at major retail establishments (malls), high density residential developments (apartment complexes), office parks, colleges, tourist destinations and local landmarks. This could be done through a private carrier bus leasing program with Gulbankian Bus Lines or other bus line provider.

2. *Prioritize adding additional parking to commuter rail stations and expanding service to Ashland, Hopkinton, Southborough and Westborough (Worcester Commuter Rail, full service).* Providing additional parking at commuter rail stations will increase the number of commuters taking mass transit and reduce the number of single occupancy cars on the roadways. According to Page 180 of the Plan the Worcester Commuter Rail, full service was expected to be operational in the year 2000. To the best of my knowledge this hasn't been completed and according to the handout presented at the public meeting there are no funds allocated to complete this project. Expanding service to these stations will increase the use of mass transit and reduce the number of single occupancy cars on the roadways.

Please write to me at the address on the letterhead, e-mail me at alast@charter.net or call me at (508-259-8537) with any questions or feedback.

Sincerely,

Adam J. Last

Adam J. Last, P.E.

Cc: Ken Sullivan, MPO Chairman
State Transportation Building
Ten Park Plaza, Suite 2150
Boston, MA 02116-3968

Public Comments and MPO Responses from Winter 2001 Outreach

Commenter:	Metropolitan Area Planning Council (Page 1 of 7) (January 2001 Comment Period)
Type of Comment:	Policy Issues and Project Specific
Abstract of Letter:	1) What does policy 8E in the 2000-2025 Transportation Plan mean and why is it in a transportation plan? 2) There should be an action item, perhaps under Policy 5, encouraging improvements to the water transportation system. 3) The three Land Use Scenario maps in the 2000-2025 Transportation Plan need to be changed to accurately reflect population and employment distributions. 4) The "What This Shows" section on page 27 in the 2000-2025 Transportation Plan is confusing and should be rewritten. 5) The Conclusion in Chapter 2 in the 2000-2025 Transportation Plan says that the relationship between transportation investments and the effect they have on the environment and land use patterns is less direct and obvious than the connection between land use decisions and the environment. In actuality, there is no debate, except perhaps in the Transportation Building, about the direct and obvious connection between transportation investments and the effect they have on land use and the environment. Please change the wording of the conclusion to drop this distinction. 6) Given the Conclusion in Chapter 2 in the 2000-2025 Transportation Plan, there should be an action item in the policy section to improve coordination between the MPO and EOEA, DEP, and EOCD.
MPO Response:	1) Policy 8E is a reflection of the MPO's commitment to analyze local and subregional needs. It is included in the Regional Transportation Plan to reflect previous concerns expressed at the subregional level. 2) The MPO changed its policies and action items during the development of the 2000-2025 Regional Transportation Plan Update (Plan Update). Policy 3D includes the support of water transit. 3) The maps in the previously adopted 2000 Plan were provided to the MPO by MAPC and any improvements suggested by your agency will be included in the Plan Update. 4) The "What This Shows" section in the previously adopted 2000 Plan was written by MAPC staff and any improvements suggested by your agency will be included in the Plan Update. 5) While there is no debate as to whether a connection exists between transportation decisions and land-use impacts, there is debate about the impacts and relationships between these variables. 6) The MPO does not feel the need to reflect every conclusion, even those that call for specific actions, in the policy section of the document. As mentioned above, the MPO considered changes to its policies and action items during the development of the Plan Update. At that time, discussions occurred as to whether additional action items should be included.

Public Comments and MPO Responses from Winter 2001 Outreach

Commenter:	Metropolitan Area Planning Council (Page 2 of 7) (January 2001 Comment Period)
Type of Comment:	Policy Issues and Project Specific
Abstract of Letter:	7) The accident locations referenced in the 2000-2025 Plan are over four years old. Isn't more recent data available? 8) The Conclusion in Chapter 4 of the 2000-2025 Plan says the plan addresses the selection of "capital expansion projects to improve mobility where needed and prudent." This statement should be replaced with that portion of Policy 3F that limits highway capacity projects. 9) The 2000-2025 Plan seems to suggest that market forces have determined that available land is too scarce to use for commuter rail parking. The obvious solution to our parking problem is structured parking, which will cost more than the MBTA's preferred cheap solution. Cost, not scarce land, is the real constraint on additional parking. 10) The Transit Chapter in the 2000-2025 Plan contains a number of action items that do not appear in the policy section. They should either be added to the policy section or deleted from the Transit Chapter. 11) The Conclusion to Transit Chapter in the 2000-2025 Plan needs to be rewritten. It discusses issues that are not raised in the body of the chapter and contains material that would more appropriately be located within other sections of the plan. 12) The Bicycle and Pedestrian Chapter in the 2000-2025 Plan is heavily oriented towards bicycles. We need a balanced chapter.
MPO Response:	7) The most recent accident location data available are reflected in the previously adopted 2000 Plan. Updated information is included in the Plan Update. 8) The conclusion to Chapter 4 in the previously adopted 2000 Plan is a shorthand version of Policy 3F and reflects the reality that the plan includes projects that provided additional highway capacity, none of which are HOV lanes. 9) The cited text mentions several variables as possible constraints on expanded parking, including scarce land, environmental issues, construction costs, and community opposition. While structured parking is a possible solution to some of the region's parking needs, it certainly is neither the only solution nor one which should be planned or undertaken without additional community input. 10) The MPO does not feel the need to reflect every conclusion, even those that call for specific actions, in the policy section of the document. As mentioned above, the MPO considered changes to its policies and action items during the development of the Plan Update. At that time, discussions occurred as to whether additional action items should be included. 11) The Transit Chapter in the previously adopted 2000 Plan and its conclusion were rewritten to reflect the issues raised in your letter. 12) The Bicycle and Pedestrian Chapter in the previously adopted 2000 Plan was rewritten to address the concerns raised in your letter.

Public Comments and MPO Responses from Winter 2001 Outreach

Commenter:	Metropolitan Area Planning Council (Page 3 of 7) (January 2001 Comment Period)
Type of Comment:	Policy Issues and Project Specific
Abstract of Letter:	13) The Conclusion to Chapter 6 in the 2000-2025 Plan contains action items that are not included in the policy section. They should either be added to the policy section or deleted from the chapter. 14) Chapter 9 in the 2000-2025 Plan needs to be rewritten. It does not adequately describe the Base Case, No-Build and Build model networks, does not discuss or explain information contained in the tables (e.g., Rings 0-4) and does not adequately explain the model results. 15) Why do the model results in Table 9-2 in the 2000-2025 Plan show a change in the number of vehicles per household category? How can the Build network "cause" an increase in the number of 2+ vehicle households? 16) Table 9-5 in the 2000-2025 Plan shows an increase of 40,000 transit boardings between the No-Build and Build networks. The plan allocates in excess of $1.8 billion for expansion projects contained in the Build network. Are we getting any benefit beyond the 40,000 additional boardings? 17) Taken together, Table 9-5 and Table 9-6 in the 2000-2025 Plan seem to imply that bus boardings will decline by 70,000 per weekday between the No-Build and Build Scenarios. This extrapolation is based, at least in part, on the fact that Table 9-6 shows a much greater increase in rapid transit and commuter rail boardings that Table 9-5. This issue needs to be clarified or corrected.
MPO Response:	13) The MPO does not feel the need to reflect every conclusion, even those that call for specific actions, in the policy section of the document. As mentioned above, the MPO considered changes to its policies and action items during the development of the Plan Update. At that time, discussions occurred as to whether additional action items should be included. 14) Chapter 9 in the previously adopted 2000 Plan was rewritten to address the concerns raised in your letter. 15) The vehicles per household figures in Table 9-2 in the previously adopted 2000 Plan were incorrect. The changes reflected between the No-Build and the Build scenarios were transposed. The miniscule impact of the Build scenario on auto ownership is a result of improved transit service. 16) There are many benefits that come from providing additional transit services, including but not limited to: reduced transfers, improved travel times for current users, reduced roadway congestion, and improved air quality. 17) The figures in Table 9-6 in the previously adopted 2000 Plan were incorrect. Table 9-6 was corrected to reflect the correct information.

Public Comments and MPO Responses from Winter 2001 Outreach

Commenter:	Metropolitan Area Planning Council (Page 4 of 7) (January 2001 Comment Period)
Type of Comment:	Policy Issues and Project Specific
Abstract of Letter:	18) Chapter 9 in the 2000-2025 Plan states that the number of parking spaces necessary to handle the increased transit ridership projected by the model exceeds the expected supply. This statement needs to be more fully discussed in the text. 19) The assumptions in the final paragraph of text in Chapter 9 in the 2000-2025 Plan are not necessarily correct, nor is the purpose of this paragraph clear. The paragraph can be read to question the accuracy of the MPO's demographic forecasts and model results. 20) The term "maintenance" needs to be better defined in the Recommended List of Projects Chapter in the 2000-2025 Plan. Also, it is unclear as to whether "system enhancements" include service expansion on existing routes, the capital for equipment, and the operating expense. If it does, how much system enhancement is assumed in the 70% maintenance figure? For roadways, does the 70% maintenance figure include all "non-model" projects in the TIP? 21) Are all projects in Table 10-1 in the 2000-2025 Plan funded under the "expansion" categories? 22) The Route 3 (North) project is included in the MPO's recommended list of projects in the 2000-2025 Plan, but will be funded "off-the-top" through another MPO's TIP. Can we delete this project from our plan? If not, we need to make it clear that the project is not funded from MPO revenues.
MPO Response:	18) The discussion of parking demand and supply in Chapter 9 in the previously adopted 2000 Plan was expanded. 19) The text in question in the previously adopted 2000 Plan relates to the connection between land-use and transportation. The point of the text is that choices made relating to transportation investment can and do have an impact on demographic forecasts, yet the RTP and the MPO's travel demand model projects demographic changes irrespective of transportation decisions. As is pointed out in your letter, one of the impacts of transportation investments may be a shift in the location of population. People may "chose to move nearer to their jobs or other trip destinations." 20) The discussion of what types of projects are included in the 70% maintenance figure for highways and transit can be found in Chapter 11, the Financial Plan of the previously adopted 2000 Plan. In answer to your specific questions, transit "system enhancements" do not include operating costs relating to service expansion on existing routes, since the 70% maintenance figure is, by definition, a capital budget item. However, as noted in Table 10-1 of the previously adopted 2000 Plan, it does include the capital costs for service expansions (e.g., Blue Line vehicles). The 70% maintenance figure for roadways would include all "non-model" projects in a TIP. 21) The projects in Table 10-1 of the previously adopted 2000 Plan that are not included in the regional model are funded under the 70% maintenance figure, not the "expansion" category. 22) In accordance with federal regulations, the Route 3 (North) project is included in the RTP for air quality conformity purposes. As noted in the previously adopted 2000-2025 Regional Transportation Plan, these funds come "off-the-top" and not from the Boston Region's revenues. Taking funding "off-the-top" relieves an individual MPO of the responsibility of funding a large scale project, but reduces the total highway revenue made available for MPO programming.

Public Comments and MPO Responses from Winter 2001 Outreach

Commenter:	Metropolitan Area Planning Council (Page 5 of 7) (January 2001 Comment Period)
Type of Comment:	Policy Issues and Project Specific
Abstract of Letter:	23) The agreement to fund Route 128 was for design only. Additionally, the project is supposed to be developed as an HOV project. 24) The Conclusion of Chapter 10 in the 2000-2025 Plan should mention that the plan does not allocate all available capital funds and document how much money is left unspent. 25) The Financial Plan in the 2000-2025 Plan is limited to a review of the components of the regional transportation system over which the MPO assumes some funding or programming jurisdiction. The rest of the plan talks about areas where this is not the case, such as Massport, the Turnpike and freight movement. Doesn't this dichotomy unnecessarily raise expectations that the plan will address the needs of those modes/agencies? 26) Is it true, as stated on page 130 in the 2000-2025 Plan, that the MBTA Finance Plan does not include operating costs for most of the large transit projects included in the Regional Transportation Plan? 27) Is the total amount available for service expansion equal to the Surplus row in Table 11-10 and the Capital Surplus in Table 11-11 in the 2000-2025 Plan?
MPO Response:	23) The Route 128 project was included in the previously adopted 2000 plan for construction, consistent with previous MPO decisions. The current Transportation Improvement Program includes funding for construction of this project. Additionally, any change in scope or funding for this project in the previously adopted RTP would jeopardize the current TIP, since it would no longer conform to the Transportation Plan. 24) The Conclusion to Chapter 10 of the previously adopted 2000 Plan was rewritten to address your concerns. 25) The dichotomy between the Financial Plan and the issues discussed in the rest of the previously adopted 2000 Plan is a function of the purpose of the various sections of the plan. The MPO does not believe that it is unduly confusing the public or raising expectations about the RTP. 26) The MBTA Finance Plan does not specifically include operating expenses for most of the large transit projects included in the previously adopted 2000 RTP. Nevertheless, based upon the MPO's analysis of the finance plan, there is sufficient revenue available to fund the operating costs of these projects. 27) The total amount available to fund MBTA service expansions is less than the sum of the surpluses shown in Table 11-10 and 11-11 of the previously adopted 2000 Plan. As mentioned in the text, the surplus shown in Table 11-10 is dedicated to other uses.

Public Comments and MPO Responses from Winter 2001 Outreach

Commenter:	Metropolitan Area Planning Council (Page 6 of 7) (January 2001 Comment Period)
Type of Comment:	Policy Issues and Project Specific
Abstract of Letter:	28) Does the 70% Capital Maintenance needs row in Table 11-11 in the 2000-2025 Plan cover all of the MBTA's capital maintenance projects for 2001-2005, 2006-2010? Where did this figure and the corresponding figure for the highway program come from? We need a clearer, more definitive explanation of what is and is not included in the "maintenance" needs by project type. 29) The discussion of Funding Sources includes opinions in the 2000-2025 Plan. Please stick to the facts. Also, each source should include a discussion of its pros and cons. 30) The MPO never approved a specific definition of environmental justice in the 2000-2025 Plan. The reference to the definition should clearly be labeled a draft. 31) For the maps following p. 146 in the 2000-2025 Plan, are bus routes from other RTAs included in the coverage and calculations. If not, why are the boundaries of the RTAs shown on the maps? Why is the "minority map" depicted according to density, but not the "income" map? Since it is stated elsewhere in the RTP that low-density areas cannot support transit, wouldn't the best service comparison be limited only to high-density areas? 32) Since bridges on limited access highways cannot be reasonably assigned to either environmental justice group, it would seem more appropriate to look only at bridges on the non-interstate, non-expressway system.
MPO Response:	28) The MPO feels that the 70% in the previously adopted 2000-2025 Plan maintenance figure strikes the appropriate balance between the need to maintain the transportation system and the need to add capacity where appropriate. This figure was determined for both the transit and highway programs based upon historic funding trends and MPO policy discussions. 29) The RTP is a policy document in which the MPO may express opinions. A discussion of the pros and cons of funding sources would require further opinions by the MPO. 30) The MPO presented its draft definition of environmental justice to the Environmental Justice Ad Hoc Committee at a meeting in December 2000. At that meeting, there was a general consensus that the definition was adequate. The definition was modified subsequently by the MPO, based on input from the Environmental Justice Ad Hoc Committee. The new definition is included in the Plan Update. 31) The maps in question in the 2000-2025 Plan state that bus routes from other RTAs are not included in the calculations. The boundaries for those RTAs were included in the maps to further emphasize that they do not show the complete picture. The map showing minority census tracts includes densities because the work was previously done for Title VI calculations, while no such work was done for low-income tracts, since Title VI does not specifically cover low-income populations. Limiting service comparison to high-density tracts would not comply with the USDOT's environmental justice requirements. 32) While considering all bridges in the region may, in some cases, lead to anomalies, it is not clear that the answer is to exclude a large portion of our bridges from any review.

Public Comments and MPO Responses from Winter 2001 Outreach

Commenter:	Metropolitan Area Planning Council (Page 7 of 7) (January 2001 Comment Period)
Type of Comment:	Policy Issues and Project Specific
Abstract of Letter:	33) In Chapter 11 in the 2000-2025 Plan the remaining cost of the Central Artery is consistently given as $5.351 billion, yet Table 10-1 lists only $4.517 billion. 34) The text in Chapter 11 in the 2000-2025 Plan says the highway expansion program will cost $219.6 million, but Table 11-6 lists the cost as $183 million. 35) The following suggestions and questions relate to the development of the Plan Update • The discussion should start by providing more specifics about what is in the 2000 Plan. We need to disaggregate most of the categories hidden under "maintenance and improvement." • Will the MPO adopt a new Public Participation Plan (Policy 8A) or include the same item for Plan Update? • Will the MPO "work to identify new revenue sources" in 2001 (Policy 9D), so that we can promote, test, or implement some of these sources to fund some of the "other" projects in the 2001 Plan? • For the Plan Update we need a complete revision of the Guiding Principles and Strategies section. • The Plan Update needs to show how MPO policies are reflected in our project selection and spending patterns. • The MPO needs to obtain information about sidewalk availability along major arterials and by community, as well as additional data on pedestrian accident locations. • We need additional information on freight issues, both data and funding issues. • We should forecast regional travel on the highway network with no constraints on capacity, just as is done with transit demand and non-motorized trips. • We need additional information on the 70% maintenance threshold for highway spending. Can a definition of "state of good repair" be developed? • We need to be more creative in developing methods to involve the public in the process. • The final document on the Plan Update should be limited in scope to policies/action items, graphics depicting major projects, and pie chart with revenue sources and spending by category. This document should be brief, about 10 pages, and should be widely distributed (50,000 copies).
MPO Response:	33) The cost of the Central Artery reflected in Table 10-1 of the previously adopted 2000 Plan is the to-go cash cost, while the cost reflected in Chapter 11 is the remaining obligations, which includes the repayment of $1.5 billion in Grant Anticipation Notes. This distinction is explained in the beginning of Chapter 11 in the previously adopted 2000 Plan. 34) Table 11-6 in the previously adopted 2000 Plan is incorrect and was changed to reflect the actual cost of the expansion program. 35) The suggestions contained in your letter relating to the development of the Plan Update raise some interesting points that have been discussed in detail by you and the other members of the MPO.

MAPC

Metropolitan Area Planning Council

60 Temple Place, Boston, Massachusetts 02111 617/451-2770 Fax 617/482-7185

Serving 101 cities and towns in metropolitan Boston

December 27, 2000

Mr. Terry Regan
Central Transportation Planning Staff
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116

Dear Mr. Regan,

We appreciate the opportunity to comment on the Draft Transportation Plan. The new format for the report is attractive and easy to read, a big improvement over previous documents. The content of the document is impressive in its breadth, covering most, if not all, of the transportation system in the region. In particular, the frequent use of maps, graphics, and pictures should make the report easier to digest by the public. Any additional changes that increase graphic content and readibility are encouraged.

Our comments are divided into two categories:

- Changes we should make in this document, to make it better, more understandable, and more accurate
- Issues and improvements we should address in the next six months, to insure the 2001 Plan is better than the 2000 Plan.

Improvements to this document

The most frequent comment we heard at the subregional meetings was "where's the Plan?" It is true that reading through 200+ pages you can learn what the policies are, the projects that are included, and how much money is available. But it would be much easier if, up front, there was a summary of "the Plan" – not an Executive Summary of the document, since most of the document is Existing Conditions. The "Plan" answers the question "What are we going to do in the future?" Sections on the policies, the projects, and the funds would be the Plan. We should distribute this summary document widely around the region to generate public interest in the 2001 Plan.

We also have the following comments and questions for this document:

1. What does Policy 8E mean and why is it in a transportation plan?

2. We should have an action item, perhaps under Policy 5, encouraging improvements to the water transportation system. The South Shore Coalition of MAPC will probably have some suggested language.

Richard C. Walker, III, *President* Mayor William J. Mauro, Jr. *Vice President* Donald A. Walsh, *Secretary* Mary Ellen Lavenberg, *Treasurer*
David C. Soule, *Executive Director*

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3. Chapter 1:Conclusion and Next Steps. It is mentioned on p 1, but not p 11 – the policies in this document will be "refined".

4. Mention of the Community Preservation Act is needed in/after 1st par. on p 17. We can supply some text if you like.

5. The three Land Use Scenario maps need to be changed to accurately reflect population and employment distributions. Colors on the maps should reflect those mentioned in the text (See Scenario B, p. 20). Scenarios B and C are not in the correct order.

6. Numbering maps 2-3 thru 2-8 will make their location and references in text easier to understand.

7. P. 27, The "What This Shows" section is confusing. We will suggest alternative language.

8. Page 29, 2nd par, please include either a table listing the projects and studies of the consent decree, or a reference to its location in an appendix. It is important to show people what is already "required".

9. Page 31, CA/T mitigation projects – does EOTC actually consider the existing SE expressway HOV lane to extend to the Turnpike, or are they planning to extend it (or is the description a typo)?

10. Page 31 TDM Programs. The last two sentences should be rewritten to read ..."At present, of the twelve TMAs operating within the Commonwealth, nine are in the Boston MPO region. These include, the 128 Business Council...".

11. Chapter 2: Conclusion. The connection between transportation investments and the effect they have on the environment and land use patterns is just as direct and obvious as the land use/environment one. There is no debate about this, except perhaps in the transportation building. Please change the wording to drop this distinction.

12. Given the conclusion in Chapter 2, we need an action item in the policies section to improve Boston MPO coordination with EOEA, DEP, and EOCD. For the last sentence, does the phrase "...transportation policies are pursued that give the Boston region the best opportunity for success." mean " the best opportunity for success in meeting its land use goals", or some such?

13. Page 50 – Map 4-2 – The accident locationsreferenced in the plan and map are over four years old. Don't we have more recent data? Too, there are not 100 locations included in the map.

14. Chapter 4: Conclusion Instead of "Selecting capital expansion projects to improve mobility where needed and prudent" use the Policy statement " Highway capacity can be increased by improving interchanges or adding HOV lanes. Adding capacity by building general purpose lanes should be considered only when no demonstrably better solution can be found."

15. Page 67 Current plans for the South Boston Transit are not necessarily for dual mode vehicles – at least a recognition that the vehicle issue is under study, to provide the lowest emission but feasible vehicle, should be made.

16. Why no commuter rail ridership numbers on p. 67-68?

17. Commuter boat numbers are given in million annual passengers – all other transit ridership numbers are average daily riders. Can we get daily commuter boat numbers as well? Also "Included in this plan is the construction of a new ferry terminal ... [at] Russia Wharf." Could we mention somewhere in this document that there is no commitment for any service from this terminal?

18. Page 72, 4th par., last sentence " Limited parking results not only in commuters being forced to drive into Boston when they find a commuter rail lot to be full, but also in some commuters forgoing transit altogether due to the uncertain availability of parking." Aren't both halves of this sentence the same – no parking leads to driving?

19. P. 73, 1st par., discusses the scarce land available for parking expansion. Table 5-3 shows that decked or multi-story parking costs 2 to 3 times simply paving unused land. The text implies "the market" is determining that available land is too precious to be devoted to parking (too precious as a development resource, not open space). The obvious solution is structured parking, which will cost the MBTA more than its preferred cheap solution. There should be some recognition in this paragraph that cost, not scarce land, is the real constraint on increased parking spaces.

20. The last par. on p 73, continuing onto p 75, contains a number of Action Items ("The MPO will work with communities; the MPO must take a leadership role in identification of funding sources; the MPO must work with MassHighway; the MPO needs to promote more integrated solutions"). Either the earlier Policies section should be revised to reflect these items or they should be removed here.

21. There is no discussion of the Silver Line Project, New Bedford- Fall River, Greenbush or any other expansion in the body of the chapter, nor any mention of the Blue Ribbon Panel's findings, until the Conclusion. As there is a discussion of the Central Artery and other roadway expansion plans in Chapter 4 (Other Current or Planned Highway Expansions), there should be a comparable section on transit here rather than a mention only in the Conclusion.

22. Page 75, the last par. of the Conclusion would be more appropriate in Chapter 9. There are also more Policy statements here that need to be incorporated earlier.

23. Page 76, the 2001 TP will "need to focus on these two (?) areas" – the last paragraph on p 75 mentions 3 needs, and the two projects mentioned don't appear to meet two of them. The Rail Link and the Urban Ring are only two of many transit alternatives to be studied in 2001, why single them out?

24. The bicycle and pedestrian chapter is heavily oriented towards bicycles. For example, under the heading Road Travel, the discussion is all about bicyclists travelling on roads. There is no discussion of pedestrians crossing roads, or walking next to them. And the discussion of the need for wider roadway shoulders for bicyclists fails to note that this frequently makes crossings even more dangerous for pedestrians. Access to Other Modes is really bicycle access to transit. We need a balanced chapter.

25. PAGE82, 1st par. on right. Besides permanent physical barriers to bicycle and pedestrian circulation, there are temporary, frequently seasonal, barriers, with snow being the best

example. Snow removal on roads frequently comes at the expense of sidewalks, and the lack of snow clearing on sidewalks is both a resource and an enforcement issue. Some recognition of this issue would be appropriate in a transportation plan.

26. Again, in Chapter 6 Conclusion[s], there are Action Items ("...allowing lanes that would be lower than MassHighway standards...All roads...need provisions for pedestrians...Funds need to be made available", etc) which are not in the Policies.

27. Chapter 8, Page 98 truck freight terminals are concentrated at I-95/Route 128 and I-495. How about a map showing these concentrations, showing that we know at least something about truck movements in the region.

28. Chapter. 8, Page 98 The Truck Route study also includes Arlington.

29. Could we call Chapter 9 something like "Forecast of Future Travel Demand"

30. Chapter 9 has no description of the 2025 Build network. And only minimal descriptions of 1995 and the 2025 No-Build, with references to Appendix A. Rather than forcing readers to consult Appendix A on everything, how about a table (s) listing the projects in each of the 3 scenarios?

31. Page 107 Model Results. "All of the differences...are dwarfed by the changes...in the region's travel measures levels (?)" Are you talking about population and employment levels? Is the point of this paragraph that there is little change, on a regional basis, between No-Build and Build? And that therefore we should look at changes in corridors, particularly corridors with Build projects? This is very confusing. The SSC discussed and agreed at least a year ago on the need to look at transportation projects at a level below the total region. Although this hasn't happened for the current plan, we need to indicate that it will happen for the 2001 plan and where.

32. Tables 9-1 and 9-3 mention Rings 0-4. What are they?

33. In Table 9-2, the only difference between 2025 No-Build and Build is in the number of Households by Vehicles/HH – the Build network "causes" more 2 and 3+ vehicle households. Is this correct? Why does the network impact vehicle ownership? And except for the total, the No-Build distribution is very different from that shown in the CTPS 9/20/00 memo (Table 2).

34. All the tables include the year 2003. There is no mention in the text. Could we at least have an explanation of why those numbers are there?

35. Page 108 Changes in Transit Ridership, 2nd par. The net impact of the Silver Line Washington St; Silver Line Transitway, Section B; Greenbush line; Arborway restoration; Green Line to Medford Hillside; Red Line-Blue Line Connector; and the Russia Wharf Terminal is a gain of 30,000 new transit trips per day (about 40,000 boardings in Table 9-5)? Are there other significant benefits for our investment of $1.826 billion? Yet 353,800 new transit trips are drawn between 1995 and 2025 No-Build, 216,300 of them between 2003 and 2025. In the No-Build, the only significant capacity-adding project after 2003 would seem to be the South Boston Piers Transitway. And, extrapolating from Table 9-6, which shows a much greater growth in rail boardings than Table 9-5, bus ridership would have to decline by 70,000 in the Build. The transit results do not seem to be intuitively obvious.

36. Page 109, 2nd par. "...the estimated number of parking spaces required to handle the transit ridership forecasts would exceed the expected supply". Earlier (Chapter 5:Conclusion), this number was given as 20,000 – could we have that repeated here, perhaps with a brief discussion of how that estimate was made? Since adding suburban transit parking has been a frequent recommendation at RTP meetings, a reasonably accurate estimate of need will be a critical use of the model results.

37. According to Table 9-5, average vehicle trip length increases between 1995/2003 and 2025. Could you point that out in the text on p. 109 as well?

38. Page 109, last par. "If acceptable levels of transportation service are not present...it is likely that the growth in population and employment assumed in the demographic forecasts would not occur in the first place." Growth in population and employment was not assumed, but forecast based on past trends, using methodologies analogous and every bit as well established as those used in the transportation modeling. On the other hand, the phrase "likely" is based entirely on assumptions, without any empirical information. If transportation service in the future is actually over capacity (which assumes that demand can really exceed supply), users can respond by shifting the time of trips, or their paths to less congested routes. They can share trips with others. They could change their tripmaking behavior by telecommuting, or shopping over the Internet. They could move nearer their jobs or other trip destinations. They could even put up with more congestion. It's unclear what the point of this "disequilibrium" paragraph is. To say we shouldn't worry about relieving all congestion problems? Or that we shouldn't believe model results?

39. Page 118 Recommended List of Projects. Explain what maintenance includes for both transit and roadways. Do transit "system enhancements" include service expansion on existing routes, the capital for equipment, and the operating expenses? If it does, how much system enhancement is assumed in the 70%. The 70% roadways includes all "non-model" projects in the TIP? Reorganizing the parts of the chapter on p 120-121 could provide some of this explanation. It is not clear that the discussion after "Roadways" is intended to describe all the things that are considered "maintenance" in this plan.

40. Are all the projects in Table 10-1 funded under the 30% "expansion" categories?

41. The Route 3 North project is included in Table 10-1. It is explained in Chapter 11, and Table 11-5 (if you pay close attention) that Route 3 North funds come "off-the-top", and the $640 million project cost is not included in the Recommended Expansion totals in Figure 11-6. Since the Boston MPO is not funding Route 3, could we just remove it from our Plan altogether? If we must actually include it because of federal requirements, we should make it very clear the Route 3 North is not a Recommended Project funded out of the Boston MPO's projected Highway Revenues?

42. It would make the Recommended Plan (chapter 10) easier to understand if the Financial Plan were discussed first (as well as easing Dennis Dizaglio's concerns about grouping finances and Chapter 11 in the same phrase). Is there a requirement that they be in this order?

43. Chapter. 10 Page 118, Route 128 widening – Diustinguish between plan inclusion for planning and design and inclusion for the project build. The agreement, when this project was originally discussed was for design only. It did not include the build component. In addition, some mention should be made that this project is supposed to be developed as an HOV project.

44. Page 121, Enhancements. As we commented before, enhancement projects are funded separately from STP funds. CMAQ funds have been used on "enhancement" projects to spend unused funds. If MassHighway is making a commitment to spend CMAQ funds on enhancement projects we should say so in the Policies section.

45. Page 122, Conclusions. "...the recommended set of projects...is extremely constrained due to the need to clarify future funding [levels, determine spending priorities, and to evaluate transportation and] land use scenarios". Also, there needs to be a mention that all capital funds are not allocated in this Plan, and a general estimate of how much is available ($1.6 billion highway, $639 million MBTA?), if there is to be a discussion, based on this document, of what projects should be in the 2001 Plan.

46. Page 123 "The financial plan is limited to a review of the components of the regional transportation system over which the MPO assumes some funding or programming jurisdiction. These components are the Central Artery Project, the statewide road and bridge system, and the regional public transportation system." Does this apply to the Plan as a whole? If that's true, why do we talk about MassPort, the Turnpike, and any freight movement except trucks? Don't we unnecessarily raise expectations that this is the place to talk about needs for those modes/agencies?

47. Page 130, last par. Is it true that the MBTA has not included operating expenses for most of the large transit projects we included in the Plan (Greenbush, Arborway, Silver Line, Phase B, Green Line to Medford hillside, Blue Line-Red Line Connection) in its projections (Table 11-7)? And no other service changes that might increase operating expenses are funded?

48. Page 132, 3rd par. "...leaving a projected surplus of approximately $5.607 billion. These funds are projected to be available to fund the MBTA's capital program as provided in this Regional Transportation Plan." They are also available to expand operations on existing services and to improve maintenance.

49. Table 11-10. The Surplus funds are excess operating revenues minus debt service and PAYGO? That needs to be clearer in the text or table. We may also consider renaming the "surplus" as "unprogrammed" funds.

50. Is the total amount available for MBTA service expansion (capital or non-) equal to the Surplus row in Table 11-10 and the Capital Surplus in Table 11-11?

51. Does the 70% Capital Maintenance needs row in Table 11-11 cover all of the MBTA's capital maintenance projects for 2001-2005, 2006-2010? Does the 70% reflect some recent trend at the MBTA, or is it simply consistent with the highway numbers? Or did the Highway 70% come from the T? We need a clearer, more definitive explanation of what is and is not included in the "maintenance" needs by project type. (See notes under improvements for the 2001 plan.)

52. In the Funding Sources section, p 135 and on, a Status such as "in Use" or "Needs legislative action" is a statement of fact, while a Status of "Difficult to implement" or "Politically Difficult" is an opinion, and a forecast for the next 25 years. Please stick to the facts. Also, more explanation is needed on the pros and cons of each funding type. For example, the design build approach for Route 3 North has been characterized by at least one

Commonwealth official as costing the state more than it would have with state bonding because of higher financing costs.

53. Page 141, impact fees are not "currently illegal in the Commonwealth". The Cape Cod Commission Act allows the CCC to impose impact fees and they are encouraged in the regional policy plan.

54. Chapter 11: Conclusion. While this Plan is fiscally constrained, there are many more worthy projects that have not been included. There is some funding remaining available in this Plan for projects to be included in the 2001 Plan, but many others will not have funding. If those projects are also to be included, additional revenue sources will also need to be identified in the 2001 Plan.

55. Page 146, 1st par. The MPO did not approve a specific definition of EJ. How about saying the MPO approved a draft definition to be discussed with stakeholders and finalized for the 2001 Plan?

56. P146, 6th par. "These maps, however, only tell a limited part of the story...transit access that is being provided is meaningful (?)". One aspect of "meaningful" is whether access to bus is the same as access to rail. Showing that most low income/minority access is to bus and most non-minority is to rail (if that in fact is what the maps would show) does not necessarily require that rail be immediately provided in the underserved communities. Please at least promise to show the two maps for 2001.

57. For the maps following p. 146, are bus routes from the other RTAs listed included in the coverages and the calculations? If not, why show those RTAs? Why are the minority maps divided into low and high density, but not the income map? Since it is stated elsewhere in the RTP, and it is CTPS policy, that low-density areas cannot support transit, wouldn't the best service area comparison be limited to only high-density tracts?

58. Page 151 and following. Need some headings for the different EJ measures – Access, Frequency of Service, Crowding, etc.

59. Page 151 the statement "the MBTA currently does a relatively good job of providing access to employment in the urban core for Boston residents" would be supported by information provided by Steve Winter of MAPC, but not the statement as it currently reads.

60. Page 153 bridges. Since the totals include Central Artery bridges, and all limited-access bridges, which cannot reasonably be assigned to either EJ group, it would seem more appropriate to look only at bridges on the non-interstate, non-expressway system.

61. Page 153, last par. highway funds programmed by the MPO, the 80-20 split of non-minority/minority funds does not include Artery funds, and does not explain how this split was arrived at. "Further thought needs to be expended on these issues", maybe including removing the information until we know what it means.

62. Tables 13-2, 13-5. In the final version of this document, the general statement that the emissions from Action scenarios are less than the emissions budgets will be supported by appropriate figures in the tables?

63. Page 174, Environmental Justice, last par. "These measures would be used as criteria in developing…specific short-term projects for inclusion in the TIP" Not for evaluating TIP projects? The MPO/CTPS will develop projects?

64. Page 175, 2nd par. " … to determine if these alternatives have the potential to better serve the region in the future." That would be an appropriate statement for a package of transportation projects in a scenario. For land use, we can determine which of these scenarios we prefer, or how they change the need for transportation system improvements.

65. Page 175 Refinement of Policies refers to the adoption of the 7 TEA-21 policies in the Plan. This needs to be updated to reflect the fact that we used the 9 Ken Miller policies instead (unless we change that for the Final) and the policies include not just the 7 or 9 major headings, but also Action Items. And all this will be refined in 2001.

66. **Plus typos and other mistakes**

67. Page ii, The shading of Everett in the Boston MPO map makes it appear that Everett is a large body of water.

68. Policy 2B (p 5) "support design concepts [for?] regional and local roads."

69. Period at the end of Policy 3B.

70. Policy 7A "Prioritize projects [that?] maintain…"

71. On p 14, last par. "…the population grew by only 6% the rate of land consumption…" Period or some type of punctuation, or missing words, after 6%.

72. Page 19, 2nd par. 2025 "committed" Build network – use 2025 No-Build plus Build network.

73. Following p 20, the figures for Scenario C and Scenario B are reversed. The black-and-white Scenario B: should be followed by the color Scenario B. The color Scenario C should be on the back of that page. And the patterns for the "gray" categories on the 3 color maps were lost when they were converted to PDFs. We will provide corrected versions of the maps for the final, along with the additions of the major roadway coverage, to be consistent with the EJ maps (per comments we received at subregional meetings).

74. Page 49, 2nd par. "The congestion thresholds are shown in the table below." There is no table.

75. Page 50 mentions Map 4-2, which isn't seen until p 58, and Table 4-3 is not mentioned at all. They need to be closer to the text. And the text talks about accidents, the map/table uses crashes. Table 4-3 contains about 75 crash locations; map 4-2 appears to have about the same number. The text says the top 100.

76. Page 62 The Red Line isn't "generating" an average of 217,000 trips, it's "serving". Same comment for all the other lines.

77. Page 73, 2nd par., says there are 15,432 parking spaces on the rapid transit system (including light rail). The individual figures presented earlier in the chapter total to 17,799 spaces.

78. P. 73, 3rd par., Map 5-3 shows the Hingham ferry lot at full, not "well below capacity"

79. Page 101, 3rd par., what are TEUs?

80. Page 102. The [dredging] map on the following page is actually 2 pages previous.

81. Page 105 last par., "the region is subdivided into several hundred traffic zones". Actually, just under a thousand.

82. Legend for Map 9-1. Are the two model areas the Boston MPO and EMRPP, and should there be some distinction on the map?

83. P122, last sentence. "...smaller projects under study that could potentially merit study(?)" How about "merit funding in the 2001 Plan"?

84. In Chapter 11, the remaining cost of the Central Artery is consistently given in the text as $5.351 billion. Table 10-1 lists only $4.517 billion.

85. Table 11-5 Correct heading?

86. Page 128, 3rd par., "The total cost of the highway expansion program is approximately $219.6 million..." It seems to be $183 million in Table 11-6.

87. Table 12-1, p 145 as part of the table heading, the period after meeting should be deleted, or replaced with a comma.

88. Table 12-4 Rapid Transit, for the Mattapan High Speed Line, Average age is 55, not N/A?

89. Page 157, 1st bullet, "properly interupt [interpret?]"

90. Page 167, Table 13-1 The recommended Plan includes the Red Line/Blue Line Transit Connector. This says Ped. Connection. Is this a typo?

91. Page 175 Land Use Assumptions, should be scenarios, or alternatives, as on p 173. And substitute alternatives for assumptions at the end of that paragraph. Also Scenario C is Targeted Growth, not Policy Constraint.

92. Page 175 3rd par. Projects for additional study, etc. should be in bold. And at the top on the right, the 2001-2025 MIS should be RTP.

Improvements for the 2001 Plan

For the 2001 Plan, the focus should be on the Plan – we don't need to revisit most of the existing conditions information. As a start for the discussions, we need to be more specific about what was in the 2000 Plan. We already have a detailed listing of Policies/Action Items, for better or worse. We need to be equally detailed about funding and projects. While we don't need every small project listed, we do need to disaggregate most of the categories hidden under Maintenance and Improvement. We should have separate categories for pedestrian, bicycle, enhancements, intersection improvements, transit service improvements, equipment and structure maintenance, etc., both past spending and future planned. Only with this information can we have an intelligent discussion about future priorities. This information is at least as important as model results.

In addition, we have the following questions and suggestions for the 2001 effort:

1. Will we adopt a new MPO Public Participation Plan for the 2001 Plan (Policy 8A), or include the same action item for 2001?

2. Will we "work to identify new revenue sources" in 2001 (Policy 9D), so that we can promote, test, or implement some of these sources to fund some of the "other " projects in the 2001 Plan?

3. For the 2001 Plan we need a complete revision of the Guiding Principles and Strategies section. Don't use the TEA-21 +2 policies. Find 6-8 policies that are better written, less overlapping, and more complete. The "Action Items" are also too overlapping, and too general. Maybe one way to break the general versus detailed dilemma is to have some general "Mom-and-apple pie" policies, plus 10-15 detailed Action Items, that are changes to existing practices, which we will work on over the next 3 years of the Plan.

4. For the 2001 Plan, can we show how our Policies are reflected in our projects and our spending patterns?

5. For the 2001 Plan could we have some information about sidewalk availability, along major arterials and by communities? All other modes have information about existing facilities. And why are we listing only 5 pedestrian and 12 bicycle crash locations when we list the top 100 (or 75) auto locations? There are no high pedestrian crash locations in Boston? If this is a data problem, perhaps for the 2001 Plan we should devote some resources to getting better pedestrian and bicycle crash data. If not for the Existing Conditions section (since we don't need another Existing Conditions section, see above), we need this information as background so we can make decisions about pedestrian and bicyclists priorities and funding.

6. We need to decide how freight fits into this Plan. How will all the "freight-related" improvements be financed? Is there a pot of money available somewhere for raising the double-stack bridges besides normal bridge funds? What about for extending rail to the port? Dredging the Harbor? Can we really talk about a "freight plan for eastern Massachusetts" as part of this Plan, or are we only talking about using MPO-controlled funds to improve freight movement? If the latter, can we do that without a freight plan? And also as background, we need to answer the following questions:

   - Page 99, 1st par. Because the Port of Boston has no direct rail access… all containers… have to be transported by truck". Do we know how many trips a year this is, and how much truck traffic would be reduced by a direct rail connection, as suggested by some?

   - Page 99-100, double stack discussion, could we have a map showing the CSX mainline corridor and the Guilford line. Do we know how many bridges would need to be raised, and have a current estimate of cost?

7. Page 108 Changes in Transit Ridership " In order to determine the true level of transit demand given the underlying population and employment projections, the transit ridership forecasts presented by the regional travel forecasting model are not constrained by transit service capacity." Walk (non-motorized) trips are similarly unconstrained, no? If this is a good way to estimate transit demand, and we think it is, why not do the same for roadways? Can we get this early in 2001?

8. Recent spending on highway maintenance has been in the 82-91% range (Table 11-4). The Plan allocates 70% for the future. Does this mean that current maintenance levels are so good that we can make do with less in the future? For the 2001 Plan, can we get some information on whether the 70% maintenance spending is sufficient under some definition of "state of good repair"?

9. The public outreach process for the 2000 Plan has been much improved, both in the number of groups contacted and the number of meetings held. Yet there has not been a significant increase in the number of people involved in this planning process. This has typically been rationalized with the statement "its tough to get people interested in long-range planning". Yet there are many examples, local as well as national, where many hundreds of residents, businesses, and users have been involved in developing long-range plans. We need to be much more creative in 2001 – different ways to get involved (Internet meetings, surveys, day-long design charrettes) and better explanations of why people should get involved. We can't completely change the way we do public participation in the next six months, but we can get started.

10. For the 2001 Plan Final document, instead of 200+ pages, how about 10 pages, with the policies/action items, a map or two showing major projects, and a couple of pie charts with revenue sources and anticipated spending categories? With 50,000 copies distributed. So that people can see what the Plan means and look forward to participating in the next round.

Thanks for the opportunity to comment on the draft 2000 Transportation Plan. We look forward to working together in 2001.

Sincerely,

David C Soule

David C. Soule
Executive Director

Public Comments and MPO Responses from Winter 2001 Outreach

Commenter:	City of Everett (January 2001 Comment Period)
Type of Comment:	Policy Issues
Abstract of Letter:	1) Policy 1 in the 2000-2025 Plan does not clearly address the development needs of Everett, unless the entire city is considered "a center of economic activity." Also, the policy does not mention improvements to bus service as a way of improving the economic vitality of the region. 2) Chapter 2 in the 2000-2025 Plan states that the majority of land being developed for industrial and commercial purposes is in the corridor between Route 128 and I-495. While this statement might be true, it ignores the impacts of brownfield redevelopment in the urban core and the impacts of converting areas previously zoned for heavy industry into commercial and retail sites. 3) The demographics forecasts of Chapter 2 in the 2000-2025 Plan do not seem to consider the impacts of recent or planned job growth in Everett, such as Telecom City and the Gateway Mall. Also, the discussion of population trends in Chapter 3 in the 2000-2025 Plan does not seem to reflect recent experiences in Everett. In recent years, the city has consistently experienced a growth in our school age population as well as an increased demand for housing. 4) The discussion of Environmental Justice in the 2000-2025 Plan needs to include the low-income and minority sections of Everett. Bus service needs along Route 16, Route 99, and the railroad area are not being met.
MPO Response:	1) The MPO made changes to its policies and action items during the development of the 2000-2025 Transportation Plan Update. 2) The discussion in Chapter 2 in the previously adopted 2000 Plan was rewritten to address your concerns. 3) The development of demographic forecasts was done for the MPO by the Metropolitan Area Planning Council, which asked each community to review and comment on their projections. Those comments were considered in the forecasts for each community. The development of a 25-year forecast is an inexact science and the MPO appreciates your comments and will continue to review and update forecasts for subsequent plans. 4) As shown by the Environmental Justice maps in the previously adopted 2000 Plan, the MPO is aware of the low-income and minority populations of Everett. During the development of the 2000-2025 Regional Transportation Plan Update, the MPO addressed additional measures of environmental justice, including measures of particular service needs.

CITY OF EVERETT

ENGINEERING DEPARTMENT

CITY HALL
EVERETT, MASSACHUSETTS 02149
394-2251 • 394-2250 • 394-2276 • 394-2298 • 381-7445

Julius Ofurie
CITY ENGINEER

December 24, 2000

Mr. Terrance Regan
Transportation Plan Manager
Central transportation Planning Staff
State Transportation Building
Ten Park Plaza, Suite 2150
Boston, Massachusetts 02116

Re: *Boston MPO Transportation Plan*

Dear Mr. Regan:

I am writing in response to the invitation for public comment on the draft Boston MPO Transportation Plan 2000-2025. Specifically, I am writing to express my concern about the failure of such plan to include certain long-term roadway projects that are extremely important to the future economic growth of the City of Everett.

1. Chapter 1, Page 5 Policy 1

- Does not meet the support of the redevelopment along Route 16 & Route 99.
- No Bus service.
- What is proposed for the Tele-com City?

2. Chapter 2, Page 15 Second paragraph

- The community of Everett has lost Industrial acreage, but gained commercial & retail acreage. The community is undergoing brown field redevelopment along Route 16, from Monsanto Land as well as 100 acres for Tele-com City.

3. Chapter 2, Page 27 What this shows

- Everett is not included in employment for trends extended scenario i.e.:
  - Gateway Mall
  - Tele-com City
  - New Stop & Shop
  - Sithe (Electric Power)

4. Chapter 3, Page 39 Top Right Paragraph

- Is this based on 1990 numbers? Everett has seen an increase in the number of children in the School System as well as housing needs.

5. Chapter 12, Page 143 Environmental Justice Measures

- The Southern Section of Everett is a low minority area. Bus service needs along Route 16, Route 99 and the railroad area are not met.

Paul F. Coviello
Assistant City Engineer

Cc: Julius Ofurie, City Engineer

Public Comments and MPO Responses from Winter 2001 Outreach

Commenter:	Betty Soderholm, Resident of Southborough (January 2001 Comment Period)
Type of Comment:	Project Specific
Abstract of Letter:	1) The MPO should consider including bus service on Route 9 from Worcester City Hall to South Station during the development of the 2000-2025 Regional Transportation Plan Update.
MPO Response:	1) The MPO received many comments requesting projects to be included in the Transportation Plan. The possible institution of a bus line between Worcester and Boston was included in the Universe of Projects list that was considered during the development of the 2000-2025 Regional Transportation Plan Update. However, the Plan must be financially constrained document and many projects were not able to be included at this time. The Universe of Projects list will be used in the development of the next Plan.

22 December, 2000

DEC 26 2000

Transportation Plan, c/o CTPS
10 Park Plaza, Room 2150
Boston, MA 02116

I am writing to recommend that the Boston Metropolitan Planning Organization study intersuburban local bus transportation on Rt. 9 between Boston and Worcester for possible inclusion in the 2001-2025 Transportation Plan. I recommend this project for study for the following reasons:

1. **The Rt. 9 corridor has a high density of employment, retail, medical, educational, and entertainment destinations.** Rt. 9 is no longer solely a "turnpike" connecting Boston and Worcester. The road is lined with destinations in their own right, attracting employees, shoppers, residents as well as others. Over the past several years, Rt. 9 has exploded with development, particularly west of Framingham. Many large employers, such as Staples, Bose, 3Com, EMC have located or are making plans to locate along Rt. 9. In addition, major shopping complexes in Westboro and Shrewsbury have joined Shoppers World and Natick Mall along Rt. 9.
2. **A Rt. 9 bus would provide transportation options not available through any other mode.**

- Commuter rail does not serve the Rt. 9 corridor. Stops are a considerable distance from Rt. 9 businesses.
- Commuter bus service runs on a rush hour commuter schedule, and does not provide commuters with the option of an early return. Regularly scheduled daytime service along Rt. 9 would provide an

option for commuters to return from Boston or Worcester to their towns.

- Residents between Boston and Worcester who do not drive currently have limited options for intersuburban public transportation. While local efforts such as the Lift buses have met with considerable success, the Rt. 9 corridor is not served in its entirety. As a result, a resident of Natick who works at a business located along Rt. 9 in Wellesley or Chestnut Hill has no way to get there by public transporation. Similarly a resident of Southboro who needs to reach UMass Medical Center in Worcester cannot get there by public transporation. Rt. 9 bus service would provide service to area residents who cannot drive due to disability or for economic reasons.

3. **Reliable Rt. 9 bus transportation may relieve traffic congestion along Rt. 9.** While it is difficult to convince suburbanites to shift to public transportation, the increasing gridlock along Rt. 9 is getting bad enough to get people to consider alternatives. Already the local press has quoted area businesses as being concerned about attracting workers due to traffic problems. Bus transportation along Rt. 9 is an alternative to further widening of the road, and a way to relieve stress on the roadway and its intersections.
4. **Bus transportation along Rt. 9 will only succeed if it is implemented in a manner that emphasizes frequency, accessibility, and visibility.** Part of the study needs to analyze ways in which a Rt. 9 bus can attract and maintain ridership. Here are some ideas based on an observation of what has worked in other areas:

- Establish bus stops at safe appropriate destinations. Make sure buses can pull out of traffic so that pedestrians can safely reach the bus.

- Post signs to mark bus stops so that passengers know where they may safely board, and commuters in their cars are aware of where they might catch buses. Also post the bus schedule at the stop to assure potential passengers of the regularly scheduled nature of the service, and to publicize service.
- Don't start the route by running large, 48-passenger buses. Instead use smaller, more maneuverable buses so that people do not feel they are riding in an "empty" bus, and buses can easily pull out of traffic and stop near office parks and malls.

As a visually impaired person who does not drive yet lives in the Metrowest area, I know how much a Rt. 9 bus would mean to people like me. But a Rt. 9 bus would benefit not only the disabled community. It would also benefit area business, residents, and the environment. I recommend that the Boston Metropolitan Planning Organization study this project for possible inclusion in the 2001-2025 Transportation Plan.

Sincerely,

Betty Soderholm

Betty Soderholm
3 Crestview Dr.
Southboro, MA 01772
(508) 481-5405

Public Comments and MPO Responses from Winter 2001 Outreach

Commenter:	Town of Bedford (Page 1 of 3) (January 2001 Comment Period)
Type of Comment:	Policy Issues
Abstract of Letter:	1) The 2000-2025 Plan does not reflect the widespread dissatisfaction with the transportation system expressed by the public in Bedford, the MAGIC Subregion and throughout the metropolitan Boston region. The plan is excessively tilted toward highways. There needs to be a dramatic shift in this emphasis coupled with a significant increase in both the share and total of transportation investments dedicated to transit. 2) Many of the 2000-2025 Plan's conclusions have been expressed in terms of what the MPO must do. All the MPO must do is try to implement the policies and strategies of Chapter 1 in the 2000 Plan. Shouldn't the plan also address things that the implementing agencies ought to do? 3) In the Conclusion of Chapter 2 in the 2000-2025 Plan delete the words "more indirect." The connection is no less direct that the reverse. 4) The reference to Chapter 90 funds in the 2000-2025 Plan at the 1999 level of $150 million will only serve to irritate every local official in the Commonwealth. The funding should be identified as $100 million. 5) The discussion of the various kinds of roadways in the 2000-2025 Plan is confusing. Local arterials should be considered separately from major arterials and roadway lengths should be discussed in centerline miles. 6) The discussion of the Congestion Management System in Chapter 4 in the 2000-2025 Plan is poorly organized and hard to follow.
MPO Response:	1) The MPO feels that the previously adopted 2000 Plan strikes the proper balance between the highway and transit systems. It should be pointed out that the highway capacity projects recommended by the MPO are supported by most of the communities impacted by this construction. Indeed, the communities have requested most of these projects, such as the improvements to Crosby Drive in Bedford. 2) The conclusions of the various chapters in the previously adopted 2000 Plan include statements about what the MPO should do to address the issues raised in those chapters. The previously adopted 2000 Plan does not address actions outside the control of the MPO, but does address the need for cooperation between the MPO and various implementing agencies. 3) The two sentences in question deal with different connections, not a "reverse" relationship. Nevertheless, the words in question in the previously adopted 2000 Plan were deleted. 4) The information was provided because it reflects the most recent available statistics on the use of Chapter 90 funds. However, since that level of funding may have been an anomaly, the chapter in the previously adopted 2000 Plan was rewritten. 5) The distinction between major and minor arterials has very little rationale and is no longer being stressed by transportation planners. Similarly, a discussion of centerline miles provides little useful information, since maintenance and expansion needs are determined based upon lane miles. 6) The discussion of the CMS program in the previously adopted 2000 Plan was reorganized to provide additional clarity.

Commenter:	Town of Bedford (Page 2 of 3) (January 2001 Comment Period)
Type of Comment:	Policy Issues
Abstract of Letter:	7) Why does the 2000-2025 Plan cite 1999 status information on the Central Artery? 8) The conclusions to Chapter 6 in the 2000-2025 Plan are doctrinaire and probably would not be supported by the majority of local officials. 9) The discussion of Hanscom Field ought to mention that the "easily accessible route" to Hanscom is through the Minuteman National Historic Park and is the central cause of serious local opposition to the expansion of service there. It should also be mentioned that the field abuts sensitive wildlife and water resource areas and that significant environmental concerns would need to be considered in any plans for physical or operational developments. Also, only one bus serves Hanscom. 10) Chapter 9 in the 2000-2025 Plan is very unconvincing. Looking at the tables, one gets the feeling that spending all that money allocated in Chapter 11 to fund the 2025 Build Network isn't worth it. On page 108 in the 2000-2025 Plan there is an unsupported and unexplained assertion of the significance of the projected .2% shift to transit. This is followed by a discussion on page 109 that tells us that since we are not going to make the investments we need to, things are not going to look like the tables anyhow.
MPO Response:	7) The 2000-2025 Regional Transportation Plan Update (Plan Update) includes information through State Fiscal year 2001 as reported in 2001 Central Artery Finance Plan. 8) The MPO does not view the conclusions of Chapter 6 in the previously adopted 2000 Plan as doctrinaire. 9) The discussion of service at Hanscom Field does not touch on the issue of whether service at the field can, should, or will be expanded. Therefore, the MPO did not see the need to insert the requested language in the previously adopted 2000 Plan. However, the reference to two buses stopping at Hanscom has been corrected in the previously adopted 2000 Plan to reference one bus providing six day-a-week service. 10) Chapter 9 in the previously adopted 2000 Plan was rewritten to provide additional clarity. Nevertheless, it should be pointed out that the funds allocated in Chapter 11 in the previously adopted 2000 Plan are for much more than the 2025 Build Scenario; they include the costs of the No-Build Scenario and maintenance and improvement needs. The MPO feels that the significance of the .2% shift in transit is explained in Chapter 9 of the previously adopted 2000 Plan. For example, later in the text cited in your letter it is explained that the apparently minor increase includes a 17% increase in commuter rail ridership, which obviously has major benefits since most commuter rail riders would otherwise drive single occupant vehicles to their destinations. Finally, the text on page 109 in the previously adopted 2000 Plan does not say that the MPO is not going to make the investments that we need; rather, it is an attempt to honestly point out shortcomings in our analysis of the connection between the land-use and transportation decisions.

Public Comments and MPO Responses from Winter 2001 Outreach

Commenter:	Town of Bedford (Page 3 of 3) (January 2001 Comment Period)
Type of Comment:	Policy Issues
Abstract of Letter:	11) Our representative to the MPO does not agree that "[t]he MPO has reviewed the [CA/T] finance plan and believes the projections contained in the in the 2000-2025 Plan are sound." He acknowledges that the MPO has been provided with the plan, that it is the best information available to the MPO, that the federal government has accepted the plan, and that it is reasonable that the MPO use the plan as the basis for its forecasts. 12) The Environmental Justice Chapter in the 2000-2025 Plan should acknowledge that there are significant deficiencies in transit service in the inner core for second and third shift workers and at all times to numerous concentration centers in the suburbs. 13) Chapter 13 in the 2000-2025 Plan needs significant editing if it is to be meaningful to the general public. It should be reorganized and important terms and standards should be defined.
MPO Response:	11) The text for the financial chapter of the Plan Update has been rewritten to remove any reference to the MPO judging the finance plan as "sound." 12) A statement concerning the lack of transit service for second and third shift workers has been added to page 151 in the previously adopted 2000 Plan. There is already a statement concerning the need to further examine deficiencies in service between census tracts located outside the core at radially located jobsites. 13) Chapter 13 in the 2000 Plan has been rewritten to address your concerns.

TOWN OF BEDFORD

BEDFORD, MASSACHUSETTS 01730

SELECTMEN of BEDFORD

Mark Siegenthaler, Chairman
Catherine Cordes Gordon Feltman
Sheldon Moll Joseph R. Piantedosi

10 Mudge Way
Bedford, MA 01730
781-275-1111

JAN -5 2001

January 2, 2001

Central Transportation Planning Staff
Boston Metropolitan Planning Organization
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116-3968

The Selectmen of Bedford appreciate the opportunity to offer comments on the Draft Boston MPO Transportation Plan for 2000-2025. We understand that the plan we reviewed is to be superceded within the current federal fiscal year by a Transportation Plan for the years 2001-2025. We look forward to the opportunity to review that Plan when it is released for public comment. In the meantime, we offer the following comments on the current draft:

1. The Plan, taken as a whole, does not reflect the widespread dissatisfaction with the transportation system expressed by the public in Bedford, in our subregion and throughout the Boston metropolitan region. The plan, like its predecessors, is also excessively tilted towards highways. Unless there is an enormous shift in the emphasis of the Plan towards increased capacity, variety and flexibility of public transit, coupled with an equally significant increase in both the share and total of transportation dollars to be invested in transit, transportation planning will not be addressing the wants of the citizenry nor the needs of our economy.

2. Many of the Plan's conclusions have been expressed in terms of what "the MPO must" do. Should not the Plan instead address what the various implementing agencies ought to be doing? What the MPO must do is to try to implement the policies and strategies to which it has committed itself in Chapter 1.

3. In the Conclusion of Chapter2, third line, delete the words "more indirect." We believe they are no less direct than the reverse.

4. In the introductory paragraph of Chapter 4, the description of Chapter 90 funding at the 1999 level of $150 million will only serve to irritate every local official in the Commonwealth. Recommend it be identified as $100 million.

5. The description of the various kinds of roadways, the lengths of each, Figure 4-1 and Table 4-1 comprise an undecipherable mish-mash. Major arterials such as the interstates and Routes 2 and 3 should be described differently and reported separately

from the local arterials such as Routes 117 or 62. Their lengths should be described in terms commonly understood by the public (either linearly or as "centerline miles") or as both centerline miles and lane miles to make the point – which probably should be made. Figure 4-1 should then include a note that tells the reader which units are being represented.

6. The organization of the Congestion Management section of Chapter 4 could be improved. The paragraph in the middle of the right hand column of page 47 ("Problems of ... locations.") introduces an outline of what is to be expected. But then, "Planning Studies" shows up, visually equivalent and out of sequence, followed by a short blurb about "comment" on page 48 ("The third...mobility."), and then a long discussion of "monitoring" (pages 48-50).

7. Why does the 2000 Plan cite November 1999 status information on the CA/T project instead of November 2000? (Page 51)

8. The cost data on the right hand side of page 53 are quite impressive. Are these marginal/incremental costs or total costs? (If they are marginal costs, they would be even more impressive.) Given the recent significant increases in the cost of fuel, recalculation to current estimates is recommended.

9. Recommend insertion of words on the second line of page 57 so that the line reads, "... and ITS, and to ensure..."

10. It is doubtful that that the majority of local officials into the wording of the conclusion to Chapter 6. It is doctrinaire bicycle advocacy. Making all roads "as safe as possible" is an unacceptable standard to impose upon communities that do not want roads widened at the cost of street trees, stone walls and rural ambiences. The recommendations of the bicycle and pedestrian transportation advisory boards need to be heard. They do not have to be implemented. (Also, "lanes that would be lower than MassHighway standards" is an awkward phrase.)

11. The discussion of Hanscom Field ought to acknowledge that the "easily accessible" route to Hanscom is through the Minuteman National Historic Park (via Route 2A, part of which follows the Battle Road of April 19, 1775) and is the central cause of serious local opposition to the expansion of service there. Also, that the field abuts sensitive wildlife and water resource areas (Great Meadows National Wildlife Refuge and nearby Walden Pond) and that significant environmental concerns need to be considered in any plans for physical or operational development.

    The assertion that two bus routes serve Hanscom is also misleading. One bus, the #76 serves Hanscom. On weekends, the #76/#62 is the same one bus that goes to the east side of Bedford, normally served by the #62, after stopping at Hanscom.

12. Chapter 9 is very unconvincing. Looking at the tables, one gets the feeling that spending all the money identified in Chapter 11 to buy the 2025 build in Chapter 10 simply isn't worth it. On page 108, there is an unsupported and unexplained assertion of significance of the projected .2% shift to transit. This is followed up with the last paragraph of the Chapter on page 109 which tells us that since we're not going to make the investments we need to, things are not going to look like the tables anyhow.

13. Our representative on the MPO does not to agree that, "[t]he MPO has reviewed the [CA/T] finance plan and believes the projections contained in the plan are sound." He acknowledges that the MPO has been provided with the plan and that it is the best information that is available to it. Given that the federal government has accepted this information as a reasonable basis upon which to move forward, it is only reasonable that the MPO does so also.

14. In Chapter 11, the use of "nominal" or "actual" in lieu of "current year" and "real" or "constant" in lieu of "constant year" as adjectives for dollars is confusing. Recommend use of "current year dollars" and "constant year (20xx) dollars" and cite the year of the constant year dollars.

15. In the discussion of providing access to employment on page 151, recommend adding a sentence after "...the urban core." that acknowledges significant deficiencies in providing access to second and third shift employment opportunities in the urban core and to numerous concentrations of employment in the suburbs at all times."

16. If the RTP is intended to be meaningful to the average citizen, Chapter 13 needs significant work. The Conformity Regulations should be presented ahead of the information presented under the Legislative Background heading – which information seems to be an inappropriately characterized by the heading. In the introduction to the Conformity Regulations, "attainment" and "non-attainment" should be defined as should CO, VOC and NOx. What the acceptable limits are for all of those and for ozone should also be spelled out. What the 1-hour and 8-hour ozone standards mean should also be explained. Then, that which follows might be understood.

Mark Siegenthaler, Chairman

Joseph R. Piantedosi, Clerk

Catherine Cordes

Gordon Feltman

Sheldon Moll

Public Comments and MPO Responses from Winter 2001 Outreach

Commenter:	Elizabeth M. Burns, Resident (January 2001 Comment Period)
Type of Comment:	Project Specific
Abstract of Letter:	1) Please reconsider your support for the current alignment of the Bridge Street Bypass Road. The current alignment, which is supported by the Mayor of Salem, totally defeats the original purpose of the project, which was to provide a throughway for commuter traffic and large trucks to bypass Salem's downtown and historic neighborhoods. In addition, the project was to have included a redesign of the Washington Street Circle, one of Salem's worst traffic tie-ups.
MPO Response:	1) The MPO supported the construction of the Bridge Street Bypass Road through its inclusion in the previously adopted 2000-2025 Regional Transportation Plan and the 2002-2007 Transportation Improvement Program. The project was advertised for construction on December 29, 2001.

Salem 12/7/00

BOSTON METROPOLITAN PLANNING ORGANIZATION

State Transportation Building
Ten Park Plaza, Suite 2150
Boston, MA 02116-3968
Tel. (617) 973-7100
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TTY (617) 973-7089
www.ctps.org/bostonmpo

Kevin J. Sullivan
MPO Chairman

Public comment form for the draft 2000-2025 Transportation Plan for the Boston Region

What changes or comments do you have on the draft Transportation Plan document that you think the Boston MPO should address in the short term?

Re: Bridge St. Bypass, Salem

Please take another look at the proposed change which has a 5-lane sweep dissecting a corner of the Parker Bros. site and coming up to St. Peter's St. where it intersects with Bridge St.

This most recent, design change which has the support of Salem's Mayor, defeats the purpose of the Bypass -- to provide a 'throughway for commuter traffic going from Beverly and North (Manchester, Magnolia, Essex, etc.

Given that the Boston MPO will be continuing work on the Transportation Plan beginning in January 2001, what program or projects should the Boston MPO be studying for possible inclusion in the 2001-2025 Transportation Plan? Feel free to specify areas that the MPO should emphasize (such as policy initiatives, land use alternatives, non-motorized travel, etc.) or list specific projects that the MPO should consider for study or inclusion in the 2001-2025 Transportation Plan.

to Peabody, Danvers, Lynn, etc. and back in order to alleviate the heavey impact this truck and vehicular traffic has on Salem's downtown and residential historic neighborhoods. Equally important, this Bypass was to provide commuters with an easier and faster interchange.

This new plan (St. Peter's St.) will create a massive Log-jam at the Washington St. circle, which is, at present, a traffic tie-up. To have all traffic feeding into this intersection, is madness. This plan is illogical and would cause irreversible harm to Salem and passing motorists.

Please bring to bear your experience, expertise and wisdom on this project so that we in Salem and surrounding Communities will have a good result.

Elizabeth M. Burns
22 Beckford St. Salem

I attended the public hearing on 12/7

A cooperative transportation-planning effort of the:

- Executive Office of Transportation and Construction
- City of Boston
- City of Everett
- City of Newton
- City of Peabody
- Federal Highway Administration (ex officio)
- Federal Transit Administration (ex officio)
- Joint Regional Transportation Committee (ex officio)
- Massachusetts Bay Transportation Authority
- Massachusetts Bay Transportation Authority Advisory Board
- Massachusetts Highway Department
- Massachusetts Port Authority
- Massachusetts Turnpike Authority
- Metropolitan Area Planning Council
- Town of Bedford
- Town of Framingham
- Town of Hopkinton

Public Comments and MPO Responses from Winter 2001 Outreach

Commenter:	The Association for Public Transportation	(January 2001 Comment Period)
Type of Comment:	Policy Issue	
Abstract of Letter:	1) The 2000-2025 Regional Transportation Plan does not address the core reason for the adoption of TEA-21—to engage private sector participation in public works to leverage federal, state, and local public investments. The Plan includes no serious consideration of privately as well as publicly financing initiatives that can make the Plan more consistent with TEA-21, such as the 'Rail Link.'	
MPO Response:	1) TEA-21 and federal planning rules do provide for the possibility of innovative financing schemes, including public/private partnerships and Policy 12C of the 2000-2025 Regional Transportation Plan Update commits the MPO to promoting such partnerships. The MBTA and Amtrak will complete a study of private funding options for the Rail Link in 2002.	

APT The Association for Public Transportation

Promoting Better Public Transportation in Boston and New England

Secretary Kevin Sullivan
Executive Office of Transportation and Construction
Ten Park Plaza
Boston, Massachusetts 02116

5 January 2001

JAN -5 2001

Reference: Boston MPO Transportation Plan 2000-2025
Draft for Public Comment

Dear Secretary Sullivan:

The Boston MPO Transportation Plan is an excellent compendium of pipe-line transportation projects and historical information, but it is not a plan. It states the policy ideals of the Transportation Equity Act TEA-21, but does not recognize the Act's most important fiscal directives and constraints. TEA-21 was enacted by Congress specifically to engage private-sector participation in public works to leverage federal, state and local public investments. The MPO Plan envisions continuing to borrow from future federal and state public funds to finance the Central Artery and gives timid, unconvincing lip service to other financing options. The result is a solely publicly financed highway dominated non plan that continues to increase urban sprawl, street and air traffic congestion, air pollution and highway dependent economic development and decrease Massachusetts ability to compete effectively for Federal funds.

It is unfortunate that Alan Altschuler and Fred Salvucci removed the Central Artery Rail Link from the Artery Project to placate highway lobbyists and qualify the Artery for Interstate Highway funds in 1980. Because they did this, the Federal Highway Administration and Bechtel, Parsons Brinkerhoff are still building America's last Defense Highway Project, ten years after Congress mothballed this method of financing transportation. The Central Artery Project is consequently overwhelming the City of Boston with surface traffic and taxing the Commonwealth's fiscal credibility. The MPO Plan includes no serious consideration of privately as well as publicly financing works that can make the plan more consistent with TEA-21 such as the Rail Link. The now almost complete Rail Link Major Investment Study shows the Rail Link would decrease urban sprawl and air and highway traffic congestion (enough to make Boston's air quality better than meet Clean-Air Act requisites). It can show a direct and actionable way to leverage the public funds already spent on the Artery by enabling the private-sector to build the Rail Link and create income to help amortize the Artery debt.

I urge you to seek Boston's institutional investment community's advice to better address the MPO Plan's fiscal vision. The plan can be made more effective and more consistent with TEA-21, before it is released. Thank you for your consideration.

PR

Peter Roudebush, Senior Policy Analyst

Publishers of *Car Free in Boston* P.O.Box 1029 Boston MA 02205-1029 (617) 661-3036

Public Comments and MPO Responses from Winter 2001 Outreach

Commenter:	Minuteman Advisory Group on Interlocal Coordination (Subregion) (Page 1 of 2) (January 2001 Comment Period)
Type of Comment:	Policy Issues
Abstract of Letter:	1) The 2000-2025 Transportation Plan is too core-centered and does not adequately recognize the dramatic growth in jobs, housing, and transportation issues in the suburbs, along the periphery, or beyond the MPO region. 2) The 2000-2025 Transportation Plan generally paints a deceptively rosy picture of both service adequacy and public satisfaction and glosses over important problems that need more depth and discussion. 3) The 2000-2025 Transportation Plan does not adequately address the many aspects of a true multi-modal approach. The plan should discuss rail needs in greater depth, particularly issues relating to reverse commute, the need for additional rolling stock, and the need for additional parking. 4) The section on Hanscom Field is inaccurate and misleading. It contains factual errors and ignores the substantial national and local opposition to commercial expansion.
MPO Response:	1-2) The previously adopted 2000-2025 Regional Transportation Plan included only legal commitments and TIP programmed projects in its recommended list of projects. Because most legal commitments are centered in the urban core, that plan might have seemed to be overly centered on the concerns of Boston and the surrounding municipalities. The 2000-2025 Regional Transportation Plan Update includes many more projects and is more regionally inclusive. 3) The MBTA anticipates building 9568 parking spaces along the Commuter Rail Lines as part of its parking enhancement program. This program is funded with a combination federal funds allocated to the MBTA, federal funds allocated to other RTAs for use on the commuter rail system, federally earmarked funds, MBTA funds, local funds, private funds or state bond funds. Providing reverse commute operations is a difficult issue, which requires balancing the benefits received with the costs incurred. The MBTA recently released a report documenting these difficulties and concluded that implementing improvements for reverse commuting is not feasible or advisable on a systemwide basis. However, there appears to be opportunities for a pilot program and for improved capabilities in some targeted areas with coordination with RTAs, TMAs, CARAVAN, and community-based bus services. 4) The discussion of service at Hanscom Field in the previously adopted 2000-2025 Plan does not touch on the issue of whether service at the field can, should, or will be expanded. Therefore, the MPO does not see the need to insert the requested language. However, the factual inaccuracies cited in your letter have been corrected.

Commenter:	Minuteman Advisory Group on Interlocal Coordination (Subregion) (Page 2 of 2) (January 2001 Comment Period)
Type of Comment:	Policy Issues
Abstract of Letter:	5) The conclusion to Chapter 6 in the 2000-2025 Regional Transportation Plan is doctrinaire bicycle advocacy and should be rewritten to emphasize the need to develop new highway standards for rural and town roads. It should also mention that many small communities do not receive adequate funding for bicycle and pedestrian enhancements. 6) The 2000-2025 Regional Transportation Plan provides only a limited recognition of roadway mobility problems in the MAGIC subregion. Routes 2, 27, 62, 85, 111, 117, and 119 are all experiencing the impacts of increased development. 7) There are many examples of inconsistent, confusing, or incomplete data in the 2000-2025 Regional Transportation Plan and of data that cannot be compared because they are measured in different units. For example, the ridership numbers for transit and commuter rail are given in different units making any comparison impossible; the description of roadways lumps all arterials together and gives data for lane miles, not centerline miles; and the projections of employment and population losses for certain towns appear to be based upon extrapolation from a one-time event.
MPO Response:	5) The MPO does not view the conclusions in Chapter 6 as doctrinaire and did not change them in the previously adopted 2000-2025 RTP. 6) The previously adopted 2000 Regional Transportation Plan did not provide a detailed discussion of mobility problems on the major roadways of the MAGIC subregion because the MPO chose not to overly emphasize existing conditions in the written document. Routes 2, 27, 62, 85, 111, 117, and 119 were included in the Universe of Projects list that was considered for inclusion in the 2000-2025 Regional Transportation Plan Update . The MPO will consider looking at mobility issues in the MAGIC region as part of the Congestion Management System program. 7) While the previously adopted 2000 Plan certainly could be improved, the MPO does not agree that there are many examples of inconsistent, confusing, or incomplete data. The MPO corrected the example in the previously adopted 2000 Plan provided in your letter of "inconsistent" data--statistics for commuter rail boardings are provided for weekday riders to correspond with transit statistics. As for the example of "confusing" data cited in your letter, the distinction between major and minor arterials has very little rationale and is no longer being stressed by transportation planners. Similarly, a discussion of centerline miles provides little useful information, since maintenance and expansion needs are determined based upon lane miles. Finally, the MPO does not feel that the example of "incomplete" data cited in your letter is a valid criticism. The development of demographic forecasts was done for the MPO by the Metropolitan Area Planning Council, which asked each community to review and comment on their projections. Those comments were considered in the forecasts for each community. The development of a 25-year forecast is an inexact science and the MPO appreciates your comments and will continue to review and update forecasts for subsequent plans.

MAGIC

Minuteman Advisory Group on Interlocal Coordination

Acton
Bedford
Boxborough
Carlisle
Concord
Hudson
Lexington
Lincoln
Littleton
Maynard
Stow

MINUTEMAN ADVISORY GROUP ON INTERLOCAL COORDINATION
Subregion of the Metropolitan Area Planning Council

c/o MAPC, 60 Temple Place, Boston, MA 02111 (617) 451-2770, Fax (617) 482-7185

January 3, 2001

DEC 28 2000

Ms. Luisa Paiewonsky
MPO Executive Secretary
Transportation Plan, c/o CTPS
State Transportation Building
10 Park Plaza Suite 2150
Boston, MA 02116

Dear Ms. Paiewonsky:

I appreciate the opportunity to submit comments on the *Draft Boston MPO Transportation Plan for 2000-2025* on behalf of the Minuteman Advisory Group on Interlocal Coordination (MAGIC) subregion. MAGIC, as you know, consists of local officials from Acton, Bedford, Boxborough, Carlisle, Concord, Hudson, Lexington, Lincoln, Littleton, Maynard, and Stow. These are rapidly growing towns with intense development pressure, increasing traffic, and very limited public transportation.

MAGIC has actively and effectively participated in transportation planning and decision-making during all of its fifteen-year existence. It consistently promotes a regional approach to transportation planning, one that links land use and transportation and seeks to reduce sprawl by concentrating development where infrastructure exists. MAGIC has consistently supported alternatives to single-occupancy auto travel, emphasizing transit, ridesharing and transportation demand management techniques, and bicycle and pedestrian amenities.

We are pleased that the plan has come a long way from earlier drafts. However, we hope it will be improved in further iterations, especially in the areas outlined below.

Perspective

The plan remains too core-centered and does not adequately recognize the dramatic growth in jobs, housing, and transportation issues in the suburbs, along the periphery, or beyond the MPO region. To cite one example: "Areas of commercial and industrial development," says page 13, "have grown up along the Route 128 corridor and are now beginning to increase along the I-495 corridor." This growth has indeed been underway for quite some time. To address its impacts, the plan needs to pay more attention to growing suburb-to-suburb commutes, reverse commute services, commuter rail parking, commuters from New Hampshire and other areas beyond our borders, and other issues as described below.

Tone, Depth, and Attitude

The plan generally paints a deceptively rosy picture of both service adequacy and public satisfaction. It asserts, for example, that "[t]hrough efficient management of our existing facilities and by targeting new infrastructure to provide more choices the Boston MPO can meet regional transportation needs despite the physical and financial challenges it must face." Neither is likely to be true unless there is an enormous shift in the emphasis of the plan toward public transit (increased transit capacity, variety, and flexibility), coupled with an equally significant increase in both the share and total of transportation dollars invested in transit.

The plan generally glosses over important problems and needs more depth and more discussion of problems and issues. The description of Chapter 90 funding at the 1999 level of $150 million (p. 43) is a key example, one that is likely to irritate local officials. Similarly, the discussion of commuter rail does not describe the issues and problems of the various lines (e.g., ridership, reverse commute opportunities, parking availability), and the discussion of Hanscom (of which, more later) is superficial and fails to note important issues, including the existence of controversy.

Multi-modal Approach

The plan does not adequately address the many aspects of a true multi-modal approach. MAGIC comments in this regard range from the need for "a comprehensive, integrated New England regional transportation plan" which will thoroughly address intercity rail and air issues to "bicycle lanes for commuters and enhancements as simple as crosswalks and automatic walk cycles on street lights." The following key components of a multi-modal approach need more emphasis and a more probing analysis:

Rail. Rail improvements receive short shrift. The deficiencies of the Fitchburg line, in particular, are of concern. "Reverse commute" service needs to be provided to cut down on automobile commuting, to provide access to the growing number of jobs in the suburbs, and to provide the workforce needed to sustain a vital economy. The plan discusses reverse commute only with regard to transit, not with regard to commuter rail, and does not acknowledge the deficiencies in providing access to second and third shift employment opportunities in the core. Reverse commute issues on the Fitchburg line specifically need to be addressed. More rolling stock is needed; the plan does not adequately discuss the issues and barriers to investing in rolling stock nor does it link reverse-commute inadequacies with insufficient rolling stock.

Similarly, the plan needs a more complete discussion of the need for commuter rail parking. To ensure efficient use of commuter rail service in the suburbs and to reduce auto travel to the city, there is a growing need for more parking at commuter rail stations and more park-and-ride opportunities. The plan should quantify existing parking supply and capacity issues and discuss potential rail demand and auto reductions where lack of parking limits commuter rail use. This is an issue especially on the Fitchburg line and should be emphasized.

Hanscom Field. The section on Hanscom Field is inaccurate and misleading. The plan should make clear that there is substantial national and local opposition to commercial expansion at Hanscom. Hanscom abuts the Minuteman National Historical Park and opposition is based mainly on the fact that the primary road access is through the historic Battle Road. The field also

abuts sensitive wildlife and water resource areas, and there are significant environmental concerns that need to be considered in any plans for physical or operational development. *Hanscom at the Crossroads*, a document detailing these concerns, was based on sound analysis and has been signed by federal and state officials, several local cities and towns, and citizen groups.

The route to Hanscom is not "easily accessible" by car during a major portion of the day. Reviews of local traffic studies show that traffic along the one-mile stretch is heavily congested with a failing Level of Service at rush hours. Hanscom Field is located 15 miles – not 20 miles -- northwest of downtown Boston. It should be noted that Hanscom is a 20-minute drive to the nearby Acela railway station in Canton. We question whether the hopes of Massport should be included (Massport claims that they have not analyzed whether this is a realistic hope). The reference to free parking needs to be eliminated.

Bicycles and pedestrians. It is doubtful that the majority of the MPO buys into the wording of the conclusion to Chapter 6. It is doctrinaire bicycle advocacy. Making all roads "as safe as possible" is an unacceptable standard to impose upon communities that do not want roads widened at the cost of street trees, stone walls, and rural ambiences. The battle about road standards needs to be fought; it doesn't make sense to have to build rural and town roads to highway standards in order to put in sidewalks or bikepaths. The need for a new set of standards for suburban and rural communities should be stated, and a recommendation for the promulgation of said standards should be included. The recommendations of the bicycle and pedestrian transportation advisory boards need to be heard. They do not have to be implemented. The plan should also note that the problem many small communities face is inadequate funding for bicycle and pedestrian enhancements.

Roadways and Traffic Conditions

Traffic congestion on local arterials, particularly in the western portion of the region, is all but ignored in the plan. The map on page 46 shows Rt. 27 to be congested in Acton, but the congestion ends at the Maynard line. We wonder what this is based on. Routes 27, 111, 62, 85 and 119 need to be evaluated in the near future. Rt. 117, for example, is congested in both directions as documented by a recent corridor study performed by CTPS, yet these roadways are not even recognized as potential problems. This is another example of the focus of the plan being Boston and people driving to Boston, and the entire planning process being on the "wrong side of the power curve" with respect to traffic. The plan produced in 2001 must take a step toward establishing a baseline with regard to the western portion of the MPO -- otherwise in 10 years when the situation is intolerable, we will be told, "we had no idea."

The plan does not adequately address critical problems along the Route 2 corridor nor does it make the connection between inadequate commuter rail parking and growing traffic on Rt. 2.

Consistency, Accuracy, and Comparability of Data

MAGIC members cited many examples of inconsistent, confusing, or incomplete data and of data that cannot be compared because they are measured in different units. For example, it is impossible to compare rapid transit and commuter rail ridership because the former is given in

average trips per weekday and the latter is in annual ridership (pps. 61-68). These should be presented in the same terms.

Another example of confusing data is the description of the various kinds of roadways, the lengths of each, and the presentations in Figure 4-1 and Table 4-1. Major arterials such as the interstates and Routes 2 and 3 should be described differently and reported separately from the local arterials such as Routes 117 or 62. Their lengths should be described in terms commonly understood by the public (either linearly or as "centerline miles") or as both centerline miles and lane miles to make the point. Figure 4-1 should then include a note that tells the reader which units are being represented.

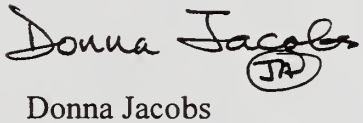
Some data errors appear to occur when numbers based on one-time events are extrapolated and projected out as trends. The population and employment numbers in Table 2-1 are an example. Maynard lost many jobs when Digital closed, but since then new companies have come in and job growth is rising rapidly; a projected job loss of 12% from 1995-2025 seems grossly out of whack. Similarly, Ayer lost population because of the closing of Devens; from that low point, population is likely to rise again.

We will not enumerate the numerous other data issues raised by commenters, but we urge you to read local comment letters carefully and to review the document itself with an eye toward consistency of data and the needs of the lay public for a simpler, more jargon-free presentation.

Conclusion

In closing, we appreciate the opportunity to offer constructive comments in hopes of making a much improved plan even better.

Sincerely,



Donna Jacobs
Chair

Public Comments and MPO Responses from Winter 2001 Outreach

Commenter:	North Suburban Planning Council (Subregion) (Page 1 of 2) (January 2001 Comment Period)
Type of Comment:	Policy Issues
Abstract of Letter:	1) The 2000-2025 Regional Transportation Plan should more accurately describe Metroplan, the adopted land use plan for the Boston region. 2) The rationale for the additional growth projected for Reading and Wilmington in Land Use Scenario 3, Targeted Growth needs to be evaluated in greater detail through discussions with the affected communities. Given that the Ipswich River has been designated as one of the most threatened in the Commonwealth, it is not clear that the projected excess water or sewer capacity is realistic. 3) The 2000-2025 Regional Transportation Plan should support needed planning studies, such as those dealing with suburb-to-suburb commuting, improvements to the I-93/I-95 interchange in Woburn, and service improvements to regional bus routes. 4) The 2000-2025 Regional Transportation Plan should include information on the number of bicycle parking spaces available at commuter rail lots. 5) The Mishawum Rail Station should remain open after the opening of the Regional Transportation Center. The station is used for reverse commuting, provides convenient access to local hotels, and provides much needed parking capacity. In addition, closing the station would increase congestion on local roads during the AM peak period. 6) The list and map of bicycle facilities and proposal should include the Burlington Multi-Community Bicycle/Pedestrian/Greenway Development Initiative.
MPO Response:	1) The references to Metroplan suggested in your letter have been made to the previously adopted 2000 Plan. 2) The development of demographic forecasts was done for the MPO by the Metropolitan Area Planning Council, which asked each community to review and comment on their projections. Those comments were considered in the forecasts for each community. The development of a 25-year forecast is an inexact science and the MPO appreciates your comments and will continue to review and update forecasts for subsequent plans. The Targeted Growth Scenario was chosen as the land use scenario used in the recommended plan. This scenario and others have been discussed and evaluated in greater detail during the development of the 2000-2025 Regional Transportation Plan Update. 3) The Regional Transportation Plan does not address the need for specific planning studies. Such studies are more appropriately considered during the development of the MPO's annual Unified Planning Work Program, which occurs in the Spring and Summer. The MPO approved a workscope for a study on North Suburban Subregion Local Transit Opportunities. 4) This information has been noted and will be included in all future bicycle planning efforts in the region. 5) In response to public concern, the Mishawum station will remain open to provide three round-trip reverse commute trains. 6) The Multi-Community Bicycle Initiative will be included in future bicycle planning efforts for the region.

Public Comments and MPO Responses from Winter 2001 Outreach

Commenter:	North Suburban Planning Council (Subregion) (Page 2 of 2) (January 2001 Comment Period)
Type of Comment:	Policy Issues
Abstract of Letter:	7) The 2000-2025 Regional Transportation Plan should address the potential impacts of transportation projects and facilities on water quality. Two critical areas that should be reflected in the plan are: the need to examine and revise policies and procedures for using salt on highways located within sensitive watershed areas and the need to construct drainage systems with impoundment areas. 8) The description of the Route 62/Middlesex Turnpike Project on page 181 in the 2000-2025 Regional Transportation Plan appears to be incorrect. The project described is a different project.
MPO Response:	7) The chapter on environmental conditions (Chapter 3) was not updated in the 2000-2025 Transportation Plan Update but these issues will be considered in the next update of the Plan. 8) The description of the project on page 181 of the previously adopted 2000 Plan is correct.

NORTH SUBURBAN PLANNING COUNCIL

Burlington, Lynnfield, Stoneham, Wakefield

North Reading, Reading, Wilmington, Winchester, Woburn

January 2, 2001

Terry Regan
Central Transportation Planning Staff
State Transportation Building
Ten Park Plaza, Suite 2150
Boston, MA 02116

Dear Mr. Regan:

The North Suburban Planning Council has reviewed the document "Draft Boston MPO Transportation Plan 2000-2025". We appreciate the opportunity to review this draft of the plan.

MetroPlan – On Page 4, there is a reference to the adopted land use plan for the Boston region. This reference should state that the adopted land use plan for the Boston region is MetroPlan, which was prepared by the Metropolitan Area Planning Council and adopted by the 101 cities and towns in the MAPC region in 1990. It should also be noted that MAPC is in the process of updating MetroPlan.

Concentrated Development Centers – On Page 17 there is a discussion of Concentrated Development Centers. It should be made clear that Concentrated Development Centers are one component of MetroPlan. It should also be noted that the CDC process is a local initiative process whereby a community applies to MAPC to be designated.

Maps – Several of the maps of the different land use scenarios are not legible because the same gray scale is used for several categories. These maps need to be corrected. On these maps, it is difficult to read the city and town names in areas that are shaded gray.

Table 2-3 – Table 2-3 shows communities where additional population will be allocated for Scenario 3 – Targeted Growth. Two North Suburban communities (Reading and Wilmington) are listed. The rationale for this allocation is briefly discussed in the plan but needs to be further evaluated through discussions with town officials to determine if the excess capacity in water, sewer or rail capacity is realistic. The Ipswich River is designated as one of the most threatened rivers in the Commonwealth. Therefore, the plan should not make any untested assumptions that Reading and Wilmington have excess water capacity.

c/o MAPC
60 Temple Place, Boston, MA 02111
(617) 451-2770 • FAX (617) 482-7185

A subregion of the
METROPOLITAN AREA
PLANNING COUNCIL
MAPC

Data references – Portions of the plan appear to have been written at least one year ago and need to be updated. On Page 35, the plan states that "a new 10 year census will take place during the year 2000. This should be updated to reflect that the Census has taken place and when and how the results will be incorporated into the regional transportation plan.

Suburb-to-suburb commuting - There is a reference to this trend on Page 41. This was also discussed in the document "Boston MPO Transportation Plan 2000-2025: Existing Conditions" which NSPC reviewed and commented on in our letter of April 13, 2000. In that letter, we stated the following:

> "On page 32, the plan acknowledges that there has been a real shift from the traditional commuting pattern of radial travel to jobs in the urban core to a new pattern of commuting from suburb to suburb. On Page 49, the present MBTA bus network is described as dating back to the days of the streetcar. The plan further states that schedules and route alignments have been revised gradually over the years, but most continue to operate along the same general alignments in response to continuing demand. This new commuting pattern relates to two issues that the North Suburban Planning Council has raised in our review of many prior transportation planning documents: (1) the need to re-evaluate existing bus service and (2) the need to study circumferential transit."

The draft regional transportation plan does not offer much in the way of new approaches or studies that would respond to this new trend. At the very least, the plan should outline how the new journey to work data soon to be available from the new census will be evaluated.

Impact of roadways on communities – On Page 44 the plan states that Mass Highway has formed a task force to examine how highway projects impact historic and rural areas. It is our understanding that a report has been recently completed. Additional information on the results of this task force's work should be included in the plan.

Table 4-3 Crash Locations – Table 4-3 lists the intersection of Route 128 and I-93 as one of the top crash locations. In our previous review of the existing conditions chapter (April 13, 2000) we noted that roadway safety and accident data are only looked at from the perspective of fatalities, injury and personal property damage. Another way of looking at accidents is from increased congestion and delays, a key factor at I-93/95 in Woburn. The report should acknowledge that increased congestion and delays are another critical impact of accidents. This is a critical concern for the North Suburban subregion. In June 1999 CTPS made a presentation to the NSPC on the recently completed "Assessment of Conceptual Interchange Improvements at Routes 93 and 95 in Reading and Woburn." Following that presentation, NSPC acknowledged that there probably isn't a "build" solution to the capacity problem but we expressed our concern about safety issues at this interchange. Truck rollovers are a frequent occurrence on the I-93 southbound off-ramp onto Route 128 that causes severe traffic tie-ups for several hours each time.

NSPC requested that a separate study be undertaken to address changes to the interchange that would improve truck safety. We also suggested that a follow-up study be done that encompasses a wider geographic area and considers multi-modal options. We have received no response to this request. This is a critical issue for the region and must be addressed in the transportation plan.

Transit Parking – Chapter 5 discusses parking capacity at transit stations but only discusses automobile parking. The number and type of bicycle parking spaces should be included. There is a mention of bicycle access on Page 71. The plan should include more information on where bicycle parking is to be located. In terms of overall expenditures on parking, the $50,000 for bicycle parking seems low.

Key Stations Program – On Page 68, the plan states that the Americans with Disabilities Act mandates that facilities be wheelchair accessible. While this is one aspect of accessibility, there are numerous other physical improvements for the visually impaired and those with other disabilities as well as operations and management aspects to ADA. These should be discussed as well.

Service Evaluation Process – On Page 71 there is a description of the MBTA's service evaluation process. The City of Woburn has concerns about the impact of closing the Mishawum Rail Station when the new Regional Transportation Center opens. The City would like to see the station remain open after the Regional Transportation Center opens. The plan needs to address this with serious consideration given to the benefits of keeping the station open. This station is used for reverse commuting and serves hotels whose guests use the train to get into Boston. In addition, keeping this station open would serve to retain much needed parking spaces. Some of the current users of this station would probably end up having to drive further to park at the Regional Transportation Center. It is also likely that closing the station would have a detrimental impact on the intersection of Mishawum Street, Commerce Way and Route 128. The added volume of traffic would make it even more difficult to make a left turn during the AM peak period.

Bus routes - The issue of bus routes in the subregion needs to be addressed. Many of the existing bus routes do not serve the subregion well. For instance, there is extensive commuting between Reading and Woburn but there are no adequate bus routes. The plan should review existing commuting patterns and identify where adjustments may need to be made to existing routes. Comprehensive planning studies, based on detailed trip-to-work data and perhaps geared to Concentrated Development Centers, are needed to examine the appropriateness of bus routes and the feasibility of altering or adding to the bus-route system so as to be more suited to changing demographics and employment locations. CTPS has programmed a sub-area study for the North Suburban Planning

Council in the UPWP. This study will evaluate shuttle bus options for connecting to transit.

Bicycle Parking – On Page 84 the plan states that there are parking facilities at some MBTA stations. The MBTA should develop and make available an inventory of bicycle parking so that the level of bicycle parking can be compared to the level of automobile parking. The MBTA needs to review their policy of only providing racks as opposed to more secure facilities such as lockers. On Page 86, the plan states that "by siting bicycle racks in covered areas and near lockers, bicycle parking can become more secure". This statement is difficult to interpret because of the previous statement that the MBTA only provides racks.

In addition, the following project should be added to the list of proposed regional bicycle trails on Page 81:

- Burlington Multi-Community Bicycle/Pedestrian/Greenway Development Initiative.

Map 6-3 should also be revised to reflect this project which is located within Burlington with connections to Lexington, Arlington and Cambridge.

The following is a brief summary of the project:

> The Burlington Multi-Community Bike/Pedestrian/Greenway Development Initiative will create 17.6 miles of paths through Burlington. The three-phase program will provide 6.6 miles Phase I, 4.4 miles in Phase II and another 6.6 miles in Phase III.
>
> More importantly, this Initiative will provide a safe connection to (5) neighboring communities namely Bedford, Billerica, Lexington, Wilmington, and Woburn. Recently, in support of the Initiative the Burlington Board of Selectmen adopted a "Sidewalk Policy" for the development of sidewalks and bicycling opportunities throughout the community.
>
> Phase I will connect to the Vine Brook spur of the Lexington Minuteman Bike Path allowing parts of the Burlington commercial center to connect to paths through Lexington, Arlington, and Cambridge (I.e., to the Metro areas). This phase also extends to the Town Center of Burlington. Phase II extends the Phase I path Westerly and Northerly through the rest of the commercial areas (Lahey Clinic, New England Executive Park, Northwest Industrial Parks, etc.) into Bedford and Billerica. Phase III extends the Phase I path Easterly and Northerly from Town Center to Woburn and Wilmington.

The relationship between transportation projects and their impacts on water quality - In chapter two (Physical and Environmental Conditions) there is a discussion of Areas of Critical Environmental Concern and air quality. The protection of water supplies is a key focus of the North Suburban Planning Council. The plan frequently mentions the inter-relationships between transportation and land use. The regional transportation plan must

also address the potential impacts of transportation projects and facilities on water quality. Two critical issues have been identified for the subregion and should be reflected in the plan. These are:

a) The need to examine and revise the policies and procedures for using salt on highways within sensitive watershed areas.
b) The need to construct drainage systems with impoundment areas to contain spills of hazardous materials to prevent them from polluting water supplies.

Route 62 and Middlesex Turnpike – On Page 181, the description of the Route 62/Middlesex Turnpike project appears to be in error although it is difficult to confirm in the absence of Projis ID numbers. This project was advertised a few years ago, but placed on hold when Sun Microsystems enabled alternations to other roadway segments. This project reference should be to specific intersection improvements at Route 62 and Middlesex Turnpike, not to the larger scope of improvements done in relation to Sun. The description given has nothing to do with the intersection improvement project.

Thank you for the opportunity to review the draft plan. We look forward to continuing to work with you to refine the land use scenarios and modeling phase of the plan and to review additional portions of the plan.

Sincerely,

Tony Fields

Tony Fields, Chairman
North Suburban Planning Council

Cc: Barbara Lucas, MAPC

Public Comments and MPO Responses from Winter 2001 Outreach

Commenter:	Devi Trivedi, Resident
Type of Comment:	Project Specific
Abstract of Letter:	1) The 2000-2025 Regional Transportation Plan should: • provide for bus service from the Route 128 Amtrak Station to major attractions on Route 128; • encourage people to take Caravan; • encourage a four-day work week; and • encourage private employers to provide shuttle service to train and bus stops.
MPO Response:	1) The MPO provides financial support through the annual Transportation Improvement Program for the operations of Caravan and individual TMA and community shuttles. The institution of a four-day workweek is not an issue that is within the purview of the MPO.

From: Transportation Plan <transportationplan@ctps.org>
To: <bclark@ctps.org>, Mary Ellen Sullivan <mesullivan@ctps.org>
Date: Tue, Dec 12, 2000, 10:11 AM
Subject: FW: yes, I have suggestion

From: "Trivedi, Devi" <DTrivedi@detma.org>
Date: Thu, 7 Dec 2000 08:03:28 -0500
To: "'transportationplan@ctps.org'" <transportationplan@ctps.org>
Subject: yes, I have suggestion

I have four suggestion:
1. have like MBTA bus service from 128 Amtrak station for major stops on route 128
2. encourage people to get caravan
3. have 4 days a week for employee
4. ask big company to support shuttle service from major bus stops/train stops...

please let me know what you think about suggestions...
thanks
Devi Trivedi
617-626-6546

Public Comments and MPO Responses from Winter 2001 Outreach

Commenter:	John Kyper, Resident of Roxbury (January 2001 Comment Period)
Type of Comment:	Project Specific
Abstract of Letter:	1) The reservation for the Silver Line along Washington Street will be practically indistinguishable from the rest of the street, leading to its annexation as traffic lanes. 2) When will the underground tunnel connection for the Silver Line be built? 3) Does a dual mode bus, one that would use overhead wires in the tunnel, exist? 4) Linking the Washington Street Silver Line and the South Boston Piers Transitway will serve neither community well. 5) Many Orange Line stations are in terrible and dangerous condition. 6) The Red/Blue Connector makes little sense. Why not provide a pedestrian connection between the Orange Line platforms at State Street and Downtown Crossing?
MPO Response:	1) The MBTA believes that the reserved right-of-way along the Washington Street corridor will be sufficient to separate general traffic from the bus lanes. If the reservation does not prove sufficient, additional barriers or enforcement mechanisms will be sought. 2) As is shown in the 2000-2025 Regional Transportation Plan Update, the construction of the tunnel connecting the two transitways is contingent upon the receipt of federal "New Start" funds. The MBTA has committed to apply for such funding and, if such funding is received, to expeditiously proceed with construction. 3) The next generation of alternative fuel technology is currently being developed and tested, and the MBTA is considering various options. 4) The City of Boston and the MBTA, based in part upon MPO modeling results and project-specific analysis, believe that the Silver Line will improve the transit mobility of the affected communities. 5) The Regional Transportation Plan commits 70% of the available funding to maintaining and improving the current system. The programming of these funds for station improvements is accomplished through short-range planning documents—the MPO's Transportation Improvement Program and the MBTA's Capital Improvement Program. 6) The Red/Blue Connector is a legal commitment of the MBTA, as it is included in the recently executed Consent Agreement. The previously adopted 2000-2025 Regional Transportation Plan's list of recommended projects included only previous commitments. The MPO considered additional projects for inclusion in the 2000-2025 Transportation Plan Update based on MPO policies, public comments, and financial realities. The Red/Blue Connector is included in the recommended list pf projects in the Plan Update.

December 28, 2000

JAN -2 2001

Transportation Plan
c/o CTPS
10 Park Plaza, Suite 2150
Boston, MA 02116

To Whom It May Concern:

I am responding to the MPO's circulation draft of the 2000-2025 Transportation Plan for the Boston region. I am a 25-year resident of the Fort Hill neighborhood of Roxbury, who uses the MBTA system on a daily basis to commute to work and travel around the city. Sometime in the coming year I expect to sell my car, and I will be traveling on the MBTA even more frequently than I already do now. An enlightened transportation policy would result in the increase of public transit service throughout the city and the region, so that fewer of us would need to own cars. To accomplish this end, more corridors in the inner city must have frequent *rail* service, not the second class transportation afforded by the infrequent and overcrowded buses that are too often our lot.

The bulk of my comments address two issues relating to the moving of the Orange Line in 1987 from the Washington Street elevated to the Southwest Corridor: 1) replacement service for the communities along the old alignment, and 2) deterioration of the stations and service along its new route.

1. The MBTA needs to totally reexamine the whole concept and routing of the so-called "Silver Line." What the Authority proposes to do here is a prescription for failure; the anomalous, illogical "shotgun marriage" of linking Washington Street replacement service with the South Boston Waterfront Transitway--if, indeed, the underground connection between them is ever built--would not serve well the communities along either leg of the line.

For eight years I have actively participated in the Washington Street Corridor Coalition because I believe that only a light rail or rapid transit line can adequately replace the old Orange Line elevated ran through Dudley Square until 1987. (The latter is the T's busiest station, seeing more traffic than even such important subway-bus transfer stations as Harvard or Sullivan--surely, a prime candidate for rail service!) I was an active member of the Washington Street Design Oversight Committee, appointed by Mayor Menino, which met throughout the autumn of 1997. I want to reiterate several of the concerns I voiced then:

The "reservation" along Washington Street will be practically indistinguishable from the rest of the street, leading to its annexation as traffic lanes. Side reservations are planned from Melnea Cass Boulevard to Herald Street, one along each edge of the street and sandwiched between the travel lane and the parking lane. Bicycles will share this space with buses. Unless the city and the MBTA employ heroic enforcement efforts, however, traffic will inevitably annex this reservation, *whether or not* it has markings or a different color of paving to indicate that it is

reserved for transit--thereby defeating its purpose. To call this arrangement "bus rapid transit," as the MBTA does, is an oxymoron.

***When* will the underground tunnel connection be built?** Even if the reservation were to succeed in whisking transit vehicles through Roxbury and the South End, any service will become caught in Chinatown congestion as long as it remains above ground--just as it does today. This problem highlights the necessity of bringing the replacement service into the subway, as was first proposed 28 years ago. But completion of this vital link recedes into the yet more distant future: first 2005, then 2008 and now 2010. And given that the MBTA has taken no move to reserve an easement for a proposed tunnel portal near the New England Medical Center, we wonder if the underground connection will *ever* be built.

Does a bus for this route even *exist*? Service is to be provided by a dual-powered bus running on overhead wires in the tunnel; however, MBTA planners admit that the technology has not yet been developed to provide the type of service that is required. The official *Environmental Assessment* for the Silver Line repeatedly uses terms like "clean fuel buses" to describe the currently proposed mode, suggesting at one point that it will be powered by compressed natural gas (CNG)--a fuel too hazardous to allow it to run through a tunnel. And one leg of the line will have a different kind of bus from the other.

Linking Washington Street service with the South Boston Waterfront will serve neither community well. This anomalous "shotgun marriage" makes *no* transportation sense in terms of trip origins and destinations: People from Roxbury and Dorchester want to get to downtown and the rest of the subway system; far more people boarding at the Convention Center will want to go to the Back Bay hotels and tourist attractions than to the southern part of the city. Neither will want to be funneled into a lengthy, time-consuming detour around the southern edge of downtown, forced to make an awkward transfer to get anywhere else. People who can will drive instead.

2. <u>The condition of the new Orange Line stations and service on the line have been allowed to deteriorate since it was opened in 1987:</u> Roxbury Crossing, which I use every day, leaks in a dozen places during rain storms. Several of these are located on the platform and freeze during cold weather; someday, someone is going to slip and fall in front of an oncoming train and the MBTA will face a major lawsuit. Concrete is chipping away, weeds grow in the cracks between the concrete slabs at track level, and I often smell the stench of urine when I am on the platform.

Other new stations have similar problems. Perhaps most notable is the spectacular indoor waterfall that appears over the Orange Line tracks at Back Bay every time there is a heavy rain. Also, the schedule seems to have been cut. More and more, trains arrive late, without the courtesy of an announcement. Instead, we have to listen to the usual clutter of no-smoking-please-stand-behind-the-yellow-safety-line messages that serve no useful purpose and are slowly fading out, anyway, as more and more loudspeakers wear out and are not replaced. Having a working p.a. system with useful messages appears not to be an official concern.

I note that the MBTA's recently announced Capital Improvement Program includes $85M for a new signal system and $13M for new cars, which I hope will increase service frequency and reduce delays. I see nothing in either the CIP or in your Plan, however, to address the deteriora-

tion of the stations that I describe here. Frankly, I'm not surprised. I have written T management repeated letters over the years to describe these conditions. Symptomatic of the perfunctory response I have received (*when* I receive it), they continue to worsen, unabated.

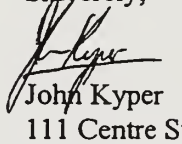
A final issue that I want to discuss briefly is the $220M listed in the MPO Plan for the Blue-Red Line connection from Bowdoin to Charles stations. Unless you plan to extend the Blue Line beyond Charles--and I'm not aware of any active proposals, however sensible it might be to build a second transit line to the Kenmore Square area--this project makes little sense and will provide few benefits for the amount of money that you propose to spend. But there is a cheaper alternative, one that can be implemented much more quickly but which the MBTA apparently does not want to consider:

Frustrating any rider who wants to go just one stop to change trains, the Orange Line platforms at State and Downtown Crossing are within sight of each other. Linking them with a pedestrian walkway would have many benefits, not the least of which would be to create a direct Red-Blue connection at a fraction of the cost and time of extending the subway just one stop. (Martin Nolan's column in today's Globe repeats this new/old idea.) A decade ago I wrote the Authority with just such a suggestion. I argued that this is a worthy project in itself, independent of whether or not the Blue Line should be extended.

In response I was told that that the cost ($4M, if I recall correctly!) and the need to shore up the underpinnings of the former Woolworth's building made the project impractical at that time. Even accounting for inflation, this vital link would surely cost far less than 10% of what the Bowdoin-Charles connector would eventually mushroom to and could be completed in a tenth of the time. It is *inexcusable* that it is not being actively considered now.

In closing, I see little in your Transportation Plan to address the issues and needs posed by those of us who live in the inner city and make up the MBTA's "captive audience." Such poor performance, in both planning and everyday service, seems a strange way for the Authority to reward its most loyal customers!

Sincerely,



John Kyper
111 Centre Street
Roxbury, MA 02119

Public Comments and MPO Responses from Winter 2001 Outreach

Commenter:	Downtown Salem Neighborhood Association (January 2001 Comment Period)
Type of Comment:	Project Specific
Abstract of Letter:	1) The current plans for the Bridge Street Bypass Road include a five lane section between Saint Peters Street and the Washington Street Rotary. This section of roadway should be treated as a separate project phase and not be approved until further input from the residents of Salem. 2) The following suggestions and questions relate to the development of the 2000-2025 Regional Transportation Plan Update. • Open the rail spur between Salem and Peabody. • Open the rail spur to Saugus. • Create park-and-ride facilities on major highways. • Create an efficient connection between North Station and South Station. • Improve the ease of passenger transfers between the Blue Line and Logan Airport. • Extend and improve the Blue Line. • Upgrade the Salem Commuter Rail Station and associated parking. • Improve the integration of the various public and private transportation services. • Return double-deck train to the Rockport/Newburyport Line
MPO Response:	1) The MPO supported the construction of the Bridge Street Bypass Road through its inclusion in the previously adopted 2000-2025 Regional Transportation Plan and the 2002-2007 Transportation Improvement Program. The project was advertised for construction on December 29, 2001. 2) The MPO received many comments requesting projects to be included in the Transportation Plan. The projects referenced in your comment were included in the Universe of Projects that was considered during the development of the 2000-2025 Regional Transportation Plan Update, but are not included in the recommended list of projects. However, the Plan must be financially constrained document and many projects were not able to be included at this time. The Universe of Projects list will be used in the development of the next Plan. Some of theses issues are still under consideration by the MBTA as part of its Major Investment Study of the North Shore transit system.

(1)

Downtown Salem Neighborhood Association

Route 1A (Bridge Street)

The decision to re-align what was then known as the Bridge Street Bypass from its original path along the banks of the North river was taken several years ago, we understand, at the request of Salem City Council.
The route now proposed will swing through the recently approved JPI "Jefferson at Salem" development, to merge with the existing Bridge Street at the main entrance to the new complex, and opposite Saint Peter Street.
The stretch of Bridge Street from this point to Washington Street has within the last month been unveiled as a 5-lane highway with central barrier.
We would respectfully suggest that this section of the road be treated as a separate phase of the construction and that it be delayed until an assessment can be made of the effect of opening the stretch from the Veteran's Memorial Bridge to the JPI site. Our reasoning for this request is as follows:-

1) This new section of the road has not been subject to a 75% review.

2) The rationale for the road has changed, and it can no longer be considered to be a bypass (except for those on the eastern end of Bridge Street) as it will inevitably involve multiple traffic lights and doesn't lead anywhere.

3) It will provide a considerable barrier to pedestrian access to the City from the Station and the new development, and for City residents in the opposite direction. One of the acknowledged attractions of Salem is that it is a pedestrian friendly environment.

4) Access to the Residential Homes, the Universalist Church and the condominiums on the south side of Bridge Street will become even more difficult and hazardous.

5) Time will allow a more considered assessment of how the road will affect what ought to be an integrated development involving the JPI complex, improvements to the Commuter Rail Station and associated parking, and the postulated building of a new Court House.

6) It will allow a current assessment of likely users and their needs.

Iain Maclean

Iain Maclean
Secretary,
Downtown Salem Neighborhood Association.

58 B FEDERAL ST.,
SALEM MA 01970

Downtown Salem Neighborhood Association

Suggestions for Inclusion or Prioritization in the Transportation Plan (2001-2005)

1) Open (re-open) the rail spur from Salem to Peabody/Danvers, to allow a train or tram feeder service to the Commuter Rail.

2) Similarly, open a spur to Saugus.

3) Create Park and Ride facilities on such major highways as Route 128, thereby discouraging motorists from driving to city center station parking.

4) Create an efficient direct connection between North and South Stations.

5) Improve the ease of passenger transfer between Airport Blue Line station and the terminals at Logan - e.g. escalators, moving walkways, and/or station check-in.

6) Extend and improve the Blue line, including better transfer facilities to other lines and other forms of transport.

7) Upgrade Salem Commuter Rail Station (the "concrete latrine") and associated parking.

8) Improve the integration of the various public (and private) transport services and transfer arrangements (e.g. a Commuter Rail link at Sullivan Square T)

9) Return double-deck units to North Shore Commuter Rail.

In general terms, the tenor of the plan is highly satisfactory, encouraging as it does, reduced dependence on the automobile, and concurrently improving air quality. It would also be nice to think that we could control the spread of creeping suburbia and leave some areas of the State in their original unspoiled condition, but that may be a forlorn hope.
The suggestions made emphasize concerns that we experience in the North Shore and in Salem in particular.

BOSTON METROPOLITAN PLANNING ORGANIZATION

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Kevin J. Sullivan
MPO Chairman

Public comment form for the draft 2000-2025 Transportation Plan for the Boston Region

What changes or comments do you have on the draft Transportation Plan document that you think the Boston MPO should address in the short term?

Route 1A (Bridge Street) - Salem

see attached page 1.

Given that the Boston MPO will be continuing work on the Transportation Plan beginning in January 2001, what program or projects should the Boston MPO be studying for possible inclusion in the 2001-2025 Transportation Plan? Feel free to specify areas that the MPO should emphasize (such as policy initiatives, land use alternatives, non-motorized travel, etc.) or list specific projects that the MPO should consider for study or inclusion in the 2001-2025 Transportation Plan.

See attached list of suggestions page 2

DEC 28 2000

Iain Markham
28 B FEDERAL ST
SALEM MA 01970

A cooperative transportation-planning effort of the:
Executive Office of Transportation and Construction
City of Boston
City of Everett
City of Newton
City of Peabody
Federal Highway Administration (ex officio)
Federal Transit Administration (ex officio)
Joint Regional Transportation Committee (ex officio)
Massachusetts Bay Transportation Authority
Massachusetts Bay Transportation Authority Advisory Board
Massachusetts Highway Department
Massachusetts Port Authority
Massachusetts Turnpike Authority
Metropolitan Area Planning Council
Town of Bedford
Town of Framingham
Town of Hopkinton

Public Comments and MPO Responses from Winter 2001 Outreach

Commenter:	Doug Brugge, Asst. Professor, Tufts University (January 2001 Comment Period)
Type of Comment:	Policy Issue
Abstract of Letter:	1) The Transportation Plan does not acknowledge the full capacity to analyze motor vehicle-related injuries and to use that analysis to inform decision-making. Detailed injury data that is readily available from police departments can be assessed for patterns of injuries at specific times or locations. This analysis can then be used to direct resources toward problem areas and times.
MPO Response:	1) The MPO regularly uses accident data to inform decision-making. Most often, this is done at a project level. Accident data are collected from police departments and analyzed to see whether any patterns emerge that would hold implications for signal or geometric improvements. In addition, the MPO staff regularly assists the Massachusetts Highway Department in processing and analyzing accident data obtained from the Registry of Motor Vehicles.

TUFTS UNIVERSITY
School of Medicine

Department of Family Medicine and Community Health

January 2, 2001

Transportation Plan, c/o CTPS
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116

JAN -3

Dear Sir/Madam,

I am writing to comment on the Boston MPO Transportation Plan 2000-2025. My concern is that the draft plan does not acknowledge the full capacity to analyze motor vehicle-related injuries and to use such an analysis to inform decision-making. Attached is a manuscript of a study that I recently co-authored based on my work with the Campaign to Protect Chinatown and that has been submitted to a professional journal for consideration for publication. The study was conducted in Boston Chinatown, but many of the lessons and recommendations that emerge are applicable to many communities and to transportation generally.

The core of the message that I would send is that detailed injury data is readily available from police departments. The data can be assessed for patterns of injuries at specific times, locations or both and this analysis can be used to direct resources toward problem areas and times. Of particular importance, in my view, is the observation that we made that at simple intersection configurations traffic volume was highly correlated with numbers of injuries. This suggests that it may be possible to calculate predicted future injuries attributable to proposed or projected increases in traffic volume. Further, since this relationship holds only at simple intersection configurations, it suggests that intersection design is more critical than traffic volume at more complex intersections.

I would respectfully urge that you include reference to this technique In Boston Chinatown in your report, that you encourage further application and study of the method and that you leave the door open to including such an approach in impact studies for future transportation planning. Should you have any questions, please feel free to contact me at either (617) 636-0326 or dbrugge@aol.com.

Sincerely,

Doug Brugge, PhD, MS
Assistant Professor
136 Harrison Avenue
Boston, Massachusetts 02111
(617) 636-6807

Public Comments and MPO Responses from Winter 2001 Outreach

Commenter:	Natick Bicycle and Pedestrian Advisory Committee (Page 1 of 2) (January 2001 Comment Period)
Type of Comment:	Policy Issues and Project Specific
Abstract of Letter:	1) Please add the Cochituate Rail Trail to the project listing on page 81 in the 2000-2025 Regional Transportation Plan. It already appears on the map on page 85. 2) The 2000-2025 Regional Transportation Plan does not mention the environmental degradation from unnecessary highway lighting. Highway lighting should be designed to shield adjacent areas. 3) The 2000-2025 Regional Transportation Plan does not mention noise pollution. We should plan highway projects with buffers to deflect road noise. 4) Bicycle safety needs to be stressed in the 2000-2025 Regional Transportation Plan. We should dedicate some highway funding to driver education and to fixing dangerous intersections. 5) The 2000-2025 Regional Transportation Plan should commit to providing excellent, free bicycle parking at commuter rail stations. 6) The MBTA should expand its bicycling programs, so that bikes can be taken on buses and can be taken on commuter rail during rush hour.
MPO Response:	1) The Cochituate Trail will be added to the list of bicycle projects. 2-3) The MPO addressed the issues of noise and light pollution in the new policies for the 2000-2025 Regional Transportation Plan Update. 4) The MPO and its member agencies consider bicycle safety an extremely important issue and often allocate highway funds to correct deficiencies or to projects that improve roadway conditions for bicyclists. However, funding driver education is not an eligible use of the federal funds programmed by the MPO. 5) Policy 2A, Policy 3E and Policy 5B of the 2000-2025 Regional Transportation Plan Update demonstrate the MPO's support for the provision of bicycle parking. 6) The MBTA has strengthened its relationship with MassBike through creation of a formal Advisory Committee that works with the MBTA to address all bicycle accessibility issues related to transit services. The MBTA has begun providing bicycle racks on its bus fleet. The authorization to take bicycles on rush hour commuter trains is an operational issue, which is being addressed by the MBTA. Currently, the MBTA is reviewing data concerning vehicle crowding. This analysis should help to determine whether hours of accessibility for bicyclists can be expanded. The MBTA Commuter Rail official policy has been amended to allow folding bicycles on the system at all times, without peak-period restrictions. A similar policy is under evaluation for the subway system.

Public Comments and MPO Responses from Winter 2001 Outreach

Commenter:	Natick Bicycle and Pedestrian Advisory Committee (Page 2 of 2) (January 2001 Comment Period)
Type of Comment:	Policy Issues and Project Specific
Abstract of Letter:	7) The 2000-2025 Regional Transportation Plan should include provisions for the removal of tolls on the Turnpike, or if not the whole roadway at least its western part. The benefits to Route 9 for cars, bikes, and pedestrians would be enormous. 8) Environmental Justice is a misnomer. Let's call it Transportation Justice and expand it to include fair treatment for bicyclists. 9) The 2000-2025 Regional Transportation Plan should include a discussion of telecommuting and encourage its use.
MPO Response:	7) The removal of tolls from the Turnpike is outside the control of the Boston MPO. Nevertheless, it should be noted that while the removal of tolls might benefit some local roads, it might also encourage more single occupancy vehicle use. 8) The MPO's use of the phrase "environmental justice" is based upon federal planning requirements. 9) The MPO supports the use of telecommuting where feasible; however, there is little that the MPO can do to encourage or plan for additional usage.

From: Dick and Jill Miller <MMS@TheMillers.com>
Organization: Miller Microcomputer Services
To: "CTPS/Terry Regan, Project Manager" <TransportationPlan@ctps.org>
Date: Friday, December 29, 2000 2:09 PM
Subject: Comments on draft 2000-2025 Transportation Plan for the Boston region

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Gentlemen:

Thank you for the opportunity to discuss this plan during your Framingham meeting on Dec. 12th, and for this opportunity to comment on it now (that is, by Jan. 5th, 2001). Because we have had no monthly meeting of the NBPAC between your Dec. 12th meeting and your comment deadline, other members may comment independently.

First of all, my congratulations for having incorporated significant improvements since the earlier draft round in March 2000. My suggestions for further changes follow.

1. COCHITUATE RAIL TRAIL-
On page 85 of your draft report, the map shows our Cochituate Rail Trail project, along the mostly-abandoned Saxonville Industrial Branch Railroad. That's good! Now please add it to the text listings of such projects, as well. The sections currently owned by MassPike and MBTA are expected to be accessible by Summer 2001, and the Snake Brook Trail (an eastern branch) was opened in Sept. 2000. Your inclusion of it may encourage MassPike to preserve the 60-80' ROW and its important visual screening, instead of selling most of it off for adjacent parking lots.

2. LIGHT POLLUTION-
Is there no mention of the environmental degradation from unnecessary highway lighting? Signs, highway lighting, etc. should be designed to shield adjacent areas (residential, parks, etc.) from unnecessary glare and brightness, as well as to preserve night vision.

3. NOISE POLLUTION-
Again, where are the discussions and planning to improve awareness and solutions for highway noise abatement? Cochituate State Park is degraded by high highway noise levels, and that sound travels across still water with amazingly little attenuation. Let's plan some test installations of high Jersey Barriers or the like, to reflect the bulk of tire noise upwards rather than out. Let's incorporate thinking like this into future highway projects, and let's start the testing at Lake Cochituate!

4. BICYCLE SAFETY-
Current road design and lack of driver education re bicycles as legitimate vehicles have been killing bicyclists! It's time to commit some of that highway funding to this problem. We need driver education, you need to fix bad intersections and cloverleafs (such as Rte.9/Speen St. in Natick) BEFORE the accidents.

5. BICYCLE PARKING-
Commit to excellent, FREE bike parking at commuter stations (as you've already done re free bikes on trains - bravo!). This improves air quality in OUR suburban downtowns, not just Boston's!

6. BICYCLES ON TRAINS-
We salute MBTA's BIG steps forward this Fall. But until a family of

four knows it can fit its bikes on a bus, and until a commuter can bring his/her bike into Boston DURING RUSH HOUR, you haven't taken significant steps to improve the bicycle option in the transportation mix. Subsidize the commuters who DON'T pollute!

7. MASSACHUSETTS TURNPIKE-
What became of, "All tolls will be phased out by 2007"? Insist on it! (Or, if you insist on maintaining tolls to dissuade cars from entering Boston, at least don't tax us to use the MassPike further west.) Don't ignore the benefit of moving traffic from Route 9 to the Mass. Pike. The many drivers who won't pay the toll between towns clog Route 9 instead, and then we have to endure that extra traffic, extra highway expansion, extra pollution, and extra north-south divisions within our towns. It makes Route 9 less bicycle-friendly each year, and impossible to cross by foot. Free the Pike!

8. "ENVIRONMENTAL JUSTICE"-
What a misnomer! Does it mean our suburban downtowns must accept more cars (to grab public transportation to Boston), so we also will breath more traffic fumes? Let's call it "Transportation Justice", and let's use that phrase to treat bicycle users more fairly, too!

9. TELECOMMUTING-
This growing trend, despite some bumps in the curve, can eventually alleviate some of the demand for peak-time transportation into Boston. But (as with bicycle commuting) NOT until the planners start planning for it. Add it to your plan. Add telecommuters to your advisory groups. Find out what makes it work, and encourage that.

10. MORE THAN STATISTICS-
You already show good awareness of this, and more attention to it will help. To quote Ben Hamilton-Bailie of SysTrans (Britain's national cycling network), "Safety is not just a matter of crash statistics. It is also a feeling." Encourage bus customers, bicycle mixed-mode use, etc., and use it yourselves, until it IS inviting. It works elsewhere, and can work here.

11. MORE THAN TALK-
How much time and money are currently committed to each of the above? How much must be, to make this an effective part of Boston's 25-year plan?

I hope these comments will help make a more user-friendly Transportation Plan.

Sincerely,
--A. Richard Miller <MMS@TheMillers.com>
Chairman, Natick Bicycle and Pedestrian Advisory Committee
--
A. Richard & Jill A. Miller | MILLER MICROCOMPUTER SERVICES |
Mailto:MMS@TheMillers.com | 61 Lake Shore Road |
Web: http://MMS.TheMillers.com/ | Natick, MA 01760-2099, USA |
Voice: 508/653-6136, 9AM-9PM -0500(EST)| 42 18'00.79" N, 71 22'27.68" W|

Public Comments and MPO Responses from Winter 2001 Outreach

Commenter:	Senator Pamela Resor (January 2001 Comment Period)
Type of Comment:	Policy Issues
Abstract of Letter:	1) Communities in the MetroWest and Northwest areas of the MPO are concerned that the 2000-2025 Regional Transportation Plan is overly focused on Boston and does not fully recognize the dramatic changes taking place in their areas. 2) The plan should foster a comprehensive multi-modal transportation system. The 2000-2025 Regional Transportation Plan should address issues relating to reverse commute, the need for additional rolling stock, the need for additional parking, easing congestion on our roads, and the impact of any expansion of service at Hanscom Field. 3) Several communities have expressed their disagreement with the long term demographics forecasts and methodologies contained in the plan. Hopefully, these disparities can be resolved and a consensus reached.
MPO Response:	1) The previously adopted 2000-2025 Regional Transportation Plan included only legal commitments and TIP programmed projects in its recommended list of projects. Because most legal commitments are centered in the urban core, that plan might have seemed to be overly centered on the concerns of Boston and the surrounding municipalities. The 2000-2025 Regional Transportation Plan Update includes many more projects and is more regionally inclusive. 2) The previously adopted 2000-2025 Regional Transportation Plan's list of recommended projects had a somewhat limited scope--it included only previous commitments and regionally significant projects in the six year Transportation Improvement Program. Additional projects and programs, such a reverse commute options, increased parking, and other multi-modal projects were considered during the development of the 2000-2025 Regional Transportation Plan Update. The MPO places a priority on the provision of additional access to commuter rail stations. The MBTA anticipates building 9568 parking spaces along the Commuter Rail Lines as part of its parking enhancement program. This program is funded with a combination federal funds allocated to the MBTA, federal funds allocated to other RTAs for use on the commuter rail system, federally earmarked funds, MBTA funds, local funds, private funds or state bond funds. The MPO will work with host towns in the development of these new spaces. 3) The development of demographic forecasts was done for the MPO by the Metropolitan Area Planning Council, which asked each community to review and comment on their projections. Those comments were considered in the forecasts for each community. The development of a 25-year forecast is an inexact science and the MPO appreciates your comments and will continue to review and update forecasts for subsequent plans.

COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS SENATE
STATE HOUSE, BOSTON 02133-1053

SENATOR PAMELA P. RESOR
MIDDLESEX AND WORCESTER DISTRICT
ROOM 413F
TEL. (617) 722-1120
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DISTRICT OFFICE
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COMMITTEES:
COUNTIES, CHAIR
NATURAL RESOURCES AND AGRICULTURE
SCIENCE AND TECHNOLOGY
ETHICS

JAN -4 2001

Ms. Luisa Paiewonsky
MPO Executive Secretary
Transportation Plan, c/o CTPS
State Transportation Building
Ten Park Plaza, Suite 2150
Boston, MA 02116

Dear Ms. Paiewonsky,

I want to thank you for this opportunity to comment on the draft of the Boston MPO Transportation Plan for 2000-2025. As the state senator for the Middlesex and Worcester district, I am keenly interested in the long-range infrastructure planning for Metro-West and Northwest Massachusetts. The complexity and scope of the region's transportation needs is daunting. However, commercial and residential growth has accelerated over the past decade along the Route 2, Route 9, and I-495 corridor. I feel the draft plan needs to better address the existing and emerging transportation demand within this sub-region.

Through close contact with my constituents and local officials, I have observed a pattern of recurring transportation issues that concern these communities. Of foremost concern was the emphasis on the urban core. Members of both the Minuteman Advisory Group on Interlocal Coordination and the I-495 Coalition support detailed evaluations of transportation impacts outside of the traditional focus of the Boston MPO. The collective critique considers the positive progress made by the Boston MPO with the sense that the draft plan does not fully recognize the dramatic changes taking place in the central and western regions.

Within my district, there seems to be broad support for a comprehensive multi-modal transportation system. This type of approach would meet the exponential increase in demand as well as the evolving and altered patterns of travel in central and western Middlesex County. Specifically, this approach would address the reverse rail commute by adding earlier trips west and more cars. Further, it would promote commuter rail parking facility expansions as well as bus service from railheads to concentrated use

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locations. Additionally, this type of plan would give greater attention to easing the congestion along the Route 2 corridor. This would include further bi-directional studies of Routes 27, 62, 110, and 117. Finally, the immediate and regional (Route 2 corridor) impact of expanded air passenger travel at Hanscom would receive careful scrutiny.

I am pleased with the earnest progress and commitment of the MAGIC and I-495 communities in meeting the challenges of rapid growth. Effective strategies for managing the transportation impacts in the western aspects of the Boston MPO's region must consider the points raised by these local officials, agencies, and constituents. Several communities within my district have expressed disagreement with some of the Boston MPO's methodologies as well as the accuracy of the population / growth data used for making recommendations. It is my hope that these disparities will be resolved and a consensus reached.

The 25-year plan has the potential to accurately anticipate the future of the region's transportation needs. For my district, this future is apparent in the here and now of the high technology boom. This is evident from the revival of Maynard's Clock Tower Place, to the transformation of Boxborough by Cisco Systems, to MassDevelopment's extraordinary commercial rejuvenation of Devens, and to the arrival of dense high tech employment in Marlborough, Hudson, and Westborough. All of these communities, their neighbors, and the regional access corridors need the Boston MPO to plan a multi-modal transportation system that considers the presence of multiple non-traditional cores within the region.

I look forward to working in the senate to support the efforts of CTPS and the Boston MPO. If I may be of assistance to you or your staff in any way please do not hesitate to contact me.

Sincerely,

Pam Resor

PAMELA P. RESOR
State Senator

PPR/bjp

CC: Judy Alland, MAPC, MAGIC subregion
Acton, Boxborough, Hudson, Littleton, Marlborough, Maynard, Southborough, and Stow Boards of Selectmen and Town Administrators

Public Comments and MPO Responses from Winter 2001 Outreach

Commenter:	Robert Zimmerman, Resident of Framingham (January 2001 Comment Period)
Type of Comment:	Policy Issues and Project Specific
Abstract of Letter:	1) The 2000-2025 Regional Transportation Plan lacks specifics concerning bicycle projects. 2) The MBTA should allow bicycle to be carried onto all its vehicles at all times. 3) We should plan our bikeways so that they actually go someplace. 4) We should stripe all streets to provide safe bicycle lanes. 5) There should be specific plans and funding to revive suburban bus routes during commuting hours. 6) The 2000-2025 Regional Transportation Plan should examine the institution of inter-town bus service.
MPO Response:	1) The Regional Transportation Plan is a federally required document that provides specifics about regionally significant projects. Individual bicycle facilities are typically not considered to be regionally significant. 2) The MBTA has strengthened its relationship with MassBike through creation of a formal Advisory Committee that works with the MBTA to address all bicycle accessibility issues related to transit services. The MBTA has begun providing bicycle racks on its bus fleet. The authorization to take bicycles on rush hour commuter trains is an operational issue, which is being addressed by the MBTA. Currently, the MBTA is reviewing data concerning vehicle crowding. This analysis should help to determine whether hours of accessibility for bicyclists can be expanded. The MBTA Commuter Rail official policy has been amended to allow folding bicycles on the system at all times, without peak-period restrictions. A similar policy is under evaluation for the subway system. 3) The MPO recognizes the importance of providing bicycle connections to other modes. The MPO relies on local communities to conceive and plan most bicycle facilities and believes that those facilities do an excellent job of meeting local, subregional, and regional needs. 4) The MPO supports a roadway system that provides good bicycle access, including bicycle lanes where appropriate and feasible. 5-6) The previously adopted 2000 Regional Transportation Plan's list of recommended projects has a somewhat limited scope--it includes only previous commitments. The possible institution of suburban and inter-town bus service was considered during the development of the 2000-2025 Regional Transportation Plan Update. A suburban bus mobility program was included in the Plan Update. Funding will be provided for a variety of programs to improve mobility in areas that are currently underserved by transit. The details of this program will be developed during the Unified Planning Work Program and the Transportation Improvement Program process. The MPO appreciates your input and will keep you informed during the development of these documents.

Robert E. Zimmerman
875 Old Conn Path
Framingham MA 01701

DEC 27 2000

Transportation Plan c/o CTPS
State Transportation Building
Ten Park Plaza, Suite 2150
Boston MA 02116-3968

RE: ***Draft Transportation Plan for the Boston Region 2000-2025***

Dear Planners,

It was a distinct pleasure to attend the public hearing you held in Framingham on December 12 to allow for public input on the Draft Transportation Plan for the Boston Region 2000-2025. I appreciated the opportunity to hear your views and have you listen to the communities'.

I have lived in Framingham since 1970 and have worked in Boston in the Longwood Medical Area the whole time. I chose my residence in the Saxonville area of Framingham chiefly for ease and variety of commute options to the Longwood Medical area:

1. I could easily ride my bike to Rt. 9 and use reasonably good bus service to the Medical Area.
2. Bike to Shoppers' World to the express bus service over the Turnpike to Copley Square connecting to Longwood Medical Area via bus or the Green Line.
3. Should I chose to use it, there was commuter train service from downtown Framingham to Copley.
4. The Riverside Green Line station is only 20 minutes by car
5. and 40 minutes by bike.
6. I could drive a car to work if I needed to do so.

I avail myself of all these transportation modes over the course of a year.

I am intimately familiar with transportation and have been somewhat of a transportation activist. I am currently a member of the Board and former Vice-Chairman of the Framingham Bicycle and Pedestrian Advisory committee. I believe in, and practice, multimodality transportation.

Robert E. Zimmerman
875 Old Conn Path
Framingham MA 01701

Upon learning that the ***Draft Transportation Plan for the Boston Region 2000-2025*** was available I immediately scanned the document and especially concentrated on *Chapter 6: Bicycle and Pedestrian Transportation*. While the words were very nice I was disappointed to find no plans of any kind. This reads more like a status report than a plan.

I then found *Chapter 10: Recommended Plan*. There was not one mention of any bicycle or pedestrian plans. Lots of big money to be spent on highways (again), but no plans for the modes that I think have potential to reduce the jams on our highways. It really is true, if you build them (highways), they will come (cars). We have to not only say nice words about intermodal transportation, we have to fund it.

Currently I am reading *Chapter 5: Transit System* I hope that I find something to praise in it. Will the Route 9 bus return? It was slowly poisoned in the late 60's and early 70's, becoming very sick in the 80's and dead in the 90's. How about just 0.1% of the highway budget dedicated to building up bus lines on key routes such as this. Begin to think outside the box. Get the citizens even more into the process. Expand the T bus routes. I do not have the solution but I sure do know the problems and have some ideas to share.

To summarize:

1. Get some meaningful specifics into the plan concerning bikes in the transportation mix. e.g. bike lock up facilities at every Park and Ride Lot, every T station...
2. Bike carry on facilities on all buses and T cars, at any hour.
3. Bikeways that actually go some place e.g. village to village, village to train station, to parking lots...
4. Stripe all streets to encourage safe bicycle riding, as on Old Conn Path in Framingham and W. Plain St. in Wayland.
5. Create specific plans and allocate funding to revive suburban buses during the commute hours.
6. Inter-town buses may be in order.

I am sure there are many more ideas out there. You heard some of them from others at the December 12 meeting. I would like to see funds allocated and plans specified for bicycles, pedestrians and buses in the next draft of this plan. They were left out in the current draft.

Sincerely,

Robert E. Zimmerman

Public Comments and MPO Responses from Winter 2001 Outreach

Commenter:	Town of Brookline (January 2001 Comment Period)
Type of Comment:	Project Specific
Abstract of Letter:	1) The 2000-2025 Regional Transportation Plan should make references to the Beacon Street reconstruction project. It also should emphasize the amount of regional support for the Urban Ring.
MPO Response:	1) The Beacon Street reconstruction is not regionally significant as that phrase is used in transportation planning. Therefore it does not need to be included in the Regional Transportation Plan; it is currently programmed in FY 2004 in the Transportation Improvement Program. Phase I of the Urban Ring project is included in the recommended list of projects included in the 2000-2025 Regional Transportation Plan Update and assumes 80% of the necessary funding will be provided through a congressional earmark in the § 5309 Bus Program. Phases 2 and 3 are included as an illustrative project. An illustrative project is not in the recommended plan because there is not now sufficient revenue to fund it. However, if funds become available, they may be included in a future update of the Plan.

Town of Brookline
Massachusetts

Department of Planning and Community Development

Town Hall, 2nd Floor
333 Washington Street
Brookline, MA 02445-6899
(617) 730-2130 Fax (617) 730-2442
Bob_Duffy@town.brookline.ma.us

Robert J. Duffy, AICP
Director

Friday, January 05, 2001

Transportation Plan
c/o CTPS (attn. Terry Regan)
10 Park Plaza Room 2150
Boston, MA 02116

Re: Town of Brookline Comments on draft Boston MPO Transportation Plan 2000-2025

Mr. Regan:

The Town of Brookline has had the opportunity to review the draft transportation plan. There are several comments that we wish to address at this time. First, the plan document should include a reference to the Beacon Street Reconstruction project, a major initiative for the Town (see attached). Second, regarding the Urban Ring project, as a member of the Urban Ring Compact, the Town of Brookline remains committed to this important project. The plan's language should more clearly emphasize a regional commitment to the project.

On another point, the Town of Brookline is in the midst of developing a Comprehensive Plan. This is the first such effort in Brookline since the development of the 1989 Comprehensive Plan. A critical component of this plan will be transportation. The Town looks forward to discussing the transportation element with you and other CTPS staff and will be contacting you shortly to inquire about possible meeting dates.

Thank you for your consideration of our comments on the draft transportation plan. Please feel free to call me regarding any questions or comments.

Sincerely,

Robert J. Duffy, AICP

C: Board of Selectmen
Richard Kelliher, Town Administrator
Fred Levitan, Transportation Board Chairman
Peter Ditto, Director of Engineering
David Friend, Transportation Planner
William Smith, Project Engineer
Jeff Parenti, Transportation Engineer
Metropolitan Area Planning Commission (MAPC)

JAN -8 2001

Public Comments and MPO Responses from Winter 2001 Outreach

Commenter:	City of Chelsea (January 2001 Comment Period)
Type of Comment:	Project Specific
Abstract of Letter:	1) The 2000-2025 Regional Transportation Plan should include the Route 1/Route 16 connection and the Urban Ring project.
MPO Response:	1) The previously adopted 2000 Regional Transportation Plan's list of recommended projects includes only previous commitments. The MPO considered additional projects for inclusion in the 2000-2025 Regional Transportation Plan Update based on MPO policies, public comments, and financial realities. The list of recommended projects includes the Route 1/Route 16 connection. Phase I of the Urban Ring project is also included in the recommended list of projects included in the 2000-2025 Regional Transportation Plan Update and assumes 80% of the necessary funding will be provided through a congressional earmark in the § 5309 Bus Program. Phases 2 and 3 are included as an illustrative project. An illustrative project is not in the recommended plan because there is not now sufficient revenue to fund it. However, if funds become available, they may be included in a future update of the Plan.

City of Chelsea

DEPARTMENT OF PLANNING & DEVELOPMENT
Ned Keefe, Executive Director
City Hall, Room 101, 500 Broadway
Chelsea, Massachusetts 02150

Chelsea
All-America City
1998

January 3, 2001

JAN -5 20

Terry Regan, CTPS Project Manager
Transportation Plan, c/o CTPS
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116

Dear Terry,

Thank you for the opportunity to review and comment on the Draft 2000-2025 Boston MPO Transportation Plan. I am concerned that the list of recommended projects (Table 10-1), does not include the proposed new Route 1/Route 16 connection or the proposed Urban Ring project. The Route 1/Route 16 connection was studied in the recently completed *Lower North Shore Transportation Improvement Study*. That study points out the fact that the interchange lacks a direct connection between Route 16 eastbound and Route 1 northbound. Because there is no connection, all traffic between Logan Airport and points north is forced to use Route 1A or local streets. These causes congestion in Chelsea and Revere, increases travel time, contributes to the poor air quality in the region, and introduces heavy traffic into residential neighborhoods. It also seriously hinders economic development in the region.

The proposed Urban Ring project is the subject of a Major Investment Study by the MBTA. The urban ring is proposed to enhance transit alternatives in the major employment areas, residential neighborhoods, or commercial development centers of Boston, Chelsea, Everett, Somerville, Cambridge and Brookline. The project would provide a circumferential transit route through these communities, eliminating the need for transit riders to first pass through downtown Boston before reaching destinations on the Ring. The project is key to reducing travel time, providing alternate transportation for residents of the region, and addressing transportation inequities in the region. It is also important to economic development and is supported by the chief elected officials of the six communities through which it would pass.

I respectfully request that you consider these projects in the final draft of the Transportation plan. If you have any questions regarding these comments, please call me at (617) 889-8237.

Sincerely,

John DePriest, AICP
Planner/Project Manager

Public Comments and MPO Responses from Winter 2001 Outreach

Commenter:	Town of Millis (January 2001 Comment Period)
Type of Comment:	Project Specific
Abstract of Letter:	1) Even though Millis has no projects that qualify for inclusion in the 2000-2025 Regional Transportation Plan, it is important that the MPO remember those projects that are not "regionally significant," such as: Route 109, Phases 1 & 2, the Plain St. Bridge, the Orchard St. bridge, and the Pleasant St. Bridge.
MPO Response:	1) The MPO is aware of all of the above mentioned projects and has programmed most in the Transportation Improvement Program. Most TIP projects do not need to be specifically mentioned in the Regional Transportation Plan; therefore, the fact that they are not mentioned is not a reflection of the project's relative merits.

TOWN OF MILLIS

BOARD OF SELECTMEN

Thomas J. Flanagan, Jr., Chairman
Robert Orsi, Vice-Chairman
Paul R. Jacobsen, Clerk
****
Charles J. Aspinwall, Town Administrator

JAN -8 2001

January 4, 2001

Luisa Paiewonsky
MPO Secretary
Transportation Plan, c/o CTPS
10 Park Plaza
Boston, MA 02116

Re: Comments on Boston MPO Regional Transportation Plan 2000-2025

Dear Ms. Paiewonsky:

The Town of Millis has reviewed the plan and understands that while it has no current projects in the list of Regionally Significant and Other Large Projects (Table 10-1), we have several projects which do qualify for funding under the Statewide Road and Bridge Program.

The following projects are the priority of the Town:

1. Continuation of the Medway/Millis Route 109 Project: Phase I, (#079800), approximately $4,000,000. This project was awarded on 12/6/00 to Pavao Construction and the contract was signed on January 3, 2001. A notice to proceed will be mailed to the contractor in approximately 10 days.

2. Route 109 - Phase II: from the limits of the Phase I project (Pleasant St. in Millis) to the Medfield town line, including streetscape improvements, approximately $3,900,000. This project consists of road improvements, signal installation, sidewalk installation, and geometric improvements. 100% design plans have been submitted to MHD. In the last two years there have been two fatalities on this roadway.

3. Plain St. Bridge (M-23-8, #056560): This $857,000 project replaces the deficient bridge over the MBTA owned rail line on Route 115 in Millis. 100% design plans have been submitted to MHD.

4. Orchard St. Stone Arch Bridge: Regional Enhancement Project - This $230,000 rehabilitation project received approval in 1999.

5. Pleasant St. Bridge Project (M-23-00, #601667): This replacement project was approved by the MHD for federal funding in 1996.

It is critical that these projects continue to be included in the statewide road and bridge program and that funding is provided for these important projects.

Very truly yours,

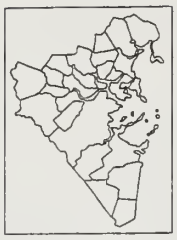
Charles J. Aspinwall
Town Administrator

Cc: Board of Selectmen

900 MAIN STREET - MILLIS, MASSACHUSETTS 02054
508-376-7040 - FAX 508-376-7053

Public Comments and MPO Responses from Winter 2001 Outreach

Commenter:	Inner Core (January 2001 Comment Period)
Type of Comment:	Policy and Project
Abstract of Letter:	1) The 2000-2025 Regional Transportation Plan lacks a clear vision. The document should more clearly state that work will continue on the vision over the next six months. 2) The Inner Core believes that the financial projections for MBTA revenue are conservative and would like to see additional work in this area. 3) The Inner Core believes that transit projects such as the Urban Ring or improvement projects supporting TeleCom City and Assembly Square are worthwhile and should be included in the Transportation Plan.
MPO Response:	1) Over the last year, the MPO worked on improving the policies contained in Chapter 1. The policies and goals were revised to clarify the vision for the region. They are included in Chapter 1 of the Plan Update. 2) The MBTA's experience with forward funding is limited and they strongly recommend that the MPO use the conservative projections especially in the early years of forward funding. 3) The three projects listed were analyzed further and considered for inclusion in the 2000-2025 Regional Transportation Plan Update. The TeleCom City Roadways project was included in the Plan's recommended projects list. The MBTA supports the Assembly Square Orange Line Station and is actively working with the City of Somerville to identify possible funding sources including innovative financing under the Transportation Infrastructure Finance and Innovation Act (TIFIA) program. This project is included in the recommended list of projects for the 2000-2025 Transportation Plan Update. Phase I of the Urban Ring project is included in the recommended list of projects included in the 2000-2025 Regional Transportation Plan Update and assumes 80% of the necessary funding will be provided through a congressional earmark in the § 5309 Bus Program. Phases 2 and 3 are included as an illustrative project. An illustrative project is not in the recommended plan because there is not now sufficient revenue to fund it. However, if funds become available, they may be included in a future update of the Plan.



INNER CORE COMMITTEE

Metropolitan Area Planning Council
60 Temple Place, 6th Floor
Boston, MA 02111
Tel: 617-451-2770 • Fax: 617-482-7185

January 5, 2001

Mr. Terry Regan
Central Transportation Planning Staff
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116

Dear Mr. Regan:

The Inner Core Committee appreciates the opportunity to comment on the Draft Transportation Plan. As you are aware, the Committee has closely followed the development of the Transportation Plan over the past year, and hopes that its comments might provide some valuable input to you and your staff.

The Committee notes, with some concern, that there seems to be a lack of 'vision' in the plan. While we understand that this plan is a pared down document, and will continue to be worked on over the next six months, we feel that the Plan fails to fully commit itself to answering the question: "Where do we, as a region, want to be in the next 25 years?" The Committee understands that other alternative land use scenarios were not able to be completed in time for this Plan and could not be used to fully support the Plan's vision. The Inner Core Committee suggests that more detailed language be provided in the Plan that would indicate that the vision of the plan, as supported by the modeling of alternative land use scenarios, will continue to be worked on over the next six months.

The Inner Core Committee understands that the MBTA's financial numbers that are included in the Plan are conservative, and reflect a 3% annual revenue increase. We recommend the MBTA and MPO consider using less conservative estimates for the June 2001 Plan. The Inner Core Committee would like to suggest that the types of projects that are linked to transit, and are within areas of existing economic development and infrastructure, should be supported and promoted by the Plan. The Committee believes that transit projects such as the Urban Ring, or improvement projects supporting TeleCom City and Assembly Square are worthwhile and should be included as such in the Regional Transportation Plan.

The Inner Core Committee feels that a great deal of work still needs to be done over the next six months in order for this Plan to be fully responsive to the needs of the region. The Committee looks forward to working with you and your staff at CTPS, and the staff at MAPC in reviewing the results of the alternative land use models and in further developing the vision for the Regional Transportation Plan.

Jeffery A. Luxenberg, Chair *Mary Jo Bohart, Vice Chair* *Jean Johnson Delios, Clerk*

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Metropolitan Area Planning Council Boston Redevelopment Authority

Thank you again for the opportunity to comment on the Draft 2000 Transportation Plan. We look forward to working together in the coming year.

Sincerely,

Jeffery A. Luxenberg

Jeffery A. Luxenberg
Chairman

Public Comments and MPO Responses from Winter 2001 Outreach

Commenter:	SouthWest Advisory Planning Committee (Subregion) (January 2001 Comment Period)
Type of Comment:	Policy Issues and Project Specific
Abstract of Letter:	1) There is no mention in the 2000-2025 Plan of the efforts underway in the MetroWest/I-495 area to establish a new regional transit authority. 2) The 2000-2025 Plan does not adequately address the short term need for increased parking at commuter rail stations or the long-term issue of providing broader access to the system through line extensions, more intensive development near stations, reverse commuting, and other similar issues. 3) The 2000-2025 Plan does not adequately address the need for park-and-ride lots at locations other than commuter rail stations. 4) The SWAP area is need of a Logan Express or private bus service to the airport. 5) The 2000-2025 Plan does not sufficiently address the land use-transportation connection. While land use is primarily a local issue, the State can adopt policies to, for example, limit the location of new state facilities to areas with transit access; encourage private development in transit-served area through infrastructure improvements, tax policies, or other means; or provide incentives to local governments to encourage appropriate mixed-use development near transit stations.
MPO Response:	1) The MPO is aware that the new regional transit authority study in the MetroWest/I-495 area is underway. If appropriate, the MPO will take action when the study is completed. 2) The MPO places a priority on the provision of additional access to commuter rail stations. The MBTA anticipates building 500 parking spaces along the Franklin Commuter Rail Line as part of its parking enhancement program. This program is funded with a combination federal funds allocated to the MBTA, federal funds allocated to other RTAs for use on the commuter rail system, federally earmarked funds, MBTA funds, local funds, private funds or state bond funds. Providing reverse commute operations is a difficult issue, which requires balancing the benefits received with the costs incurred. The MBTA recently released a report documenting these difficulties and concluded that implementing improvements for reverse commuting is not feasible or advisable on a systemwide basis. However, there appear to be opportunities for a pilot program and for improved capabilities in some targeted areas with coordination with RTAs, TMAs, CARAVAN, and community-based bus services. 3) There are six park and ride lots operated by MassHighway in the Boston Region MPO. The MPO has a study underway as to what makes a satisfactory location for a park and ride lot. The information from this study will be used, as appropriate, to evaluate the operation of existing lots and the development of future lots. 4) The MPO does not fund Logan Express and cannot plan for or mandate the expansion of this service into the SWAP subregion. However, Massport continuously evaluates the need for expansion of ground transportation service to Logan Airport, and as a member of the MPO, is aware of your concern. 5) During the development of the 2000-2025 RTP Update, the MPO considered additional land use scenarios including one that targets growth to areas with existing transit infrastructure. The other issues cited in your comment are within the state's control, not the MPO's.

SouthWest
Advisory
Planning
Committee
SWAP

c/o METROPOLITAN AREA PLANNING COUNCIL
60 Temple Place, Boston, MA 02111
(617) 451-2770 Fax (617) 482-7185

January 3, 2001

Mr. Terry Regan
Boston Metropolitan Planning Organization
Central Transportation Planning Staff
Certification Activities Group
10 Park Plaza, Suite 2150
Boston, MA 02116

RE: Boston MPO Transportation Plan 2000-2025

Dear Mr. Regan:

Representatives of the Southwest Area Planning (SWAP) subregion of the Metropolitan Area Planning Council have reviewed the draft "Boston MPO Transportation Plan 2000-2025 ("Plan") and discussed it at a meeting held on December 21, 2000. I hereby convey the comments of this group to you for your consideration as the plan is developed further.

The comments are both specific and general in nature. The specific comments are as follows:

1. **New Regional Transit Authority** -- There is no mention in the Plan of the efforts underway in the Metrowest/I-495 area to establish a new regional transit authority. This area of the state is one of the fastest-growing and it is experiencing substantial transportation problems. In order to avoid the massive traffic congestion that plagues other fast-growing regions that have depended primarily on the automobile for transportation, there is a growing recognition that dependable, efficient transit service to, from and within this area is essential. Creation of a new regional transit authority is just one method of working to improve transit service. Nevertheless, it is important that the efforts to create it are recognized in the Plan in order that any future projects initiated by the authority have legitimacy and a fair chance of obtaining funding.

2. **Access to commuter rail stations** – The Plan does touch on the fact that many of the commuter rail stations and other park-and-ride lots are at capacity. The Plan also demonstrates that there is strong demand for transit service that is going unmet due to the inability of potential users to access it. Insufficient parking is the immediate issue and it is not adequately addressed in the Plan. The more long-term issue is broader access to the system

including line extensions, more intensive development near stations, reverse commuting, and other measures that ensure maximum, efficient use of transit resources. When improved access requires additional capacity on the trains, this must be addressed as well.

3. **Park and Ride Lots** – In addition to improved access to rail transit, more park and ride lots are needed to facilitate other transit and paratransit modes like buses and ride-sharing. Again, these are mentioned in the Plan. While the Plan states that, other than those located at rail transit or Logan Express facilities, these facilities are all well below capacity, other studies have indicated a strong demand for such facilities in certain locations. This is especially true in areas where the commuter rail lots are full. Construction of these facilities should be pursued aggressively in order to relieve pressure on both the commuter rail lots and the highway system. In addition, the SWAP area is in need of a Logan Express or private bus service to the airport since the closest locations are the Framingham Logan Express to the north and the Foxboro Bonanza Bus Lines facility to the south.

The more general comment is that the Plan does not sufficiently address transit issues and in particular the land-use transportation connection. While land use is primarily a local issue, the State can adopt policies to, for example, limit the location of new state facilities to areas with transit access; encourage private development in transit-served areas through infrastructure improvements, tax policies or other means; provide incentives to local governments to encourage appropriate mixed-use development near transit stations, etc.

With the exceptions noted above, the Plan is thorough and well-documented. SWAP members appreciate this opportunity to comment and look forward to seeing revisions reflecting them.

Sincerely,

Paul Sutton for

Gino D. Carlucci, Jr.
SWAP Chairman

Public Comments and MPO Responses from Winter 2001 Outreach

Commenter:	Karen Wespic, Resident of Jamaica Plain (Page 1 of 3) (January 2001 Comment Period)
Type of Comment:	Policy Issues and Project Specific
Abstract of Letter:	1) The 2000-2025 Transportation Plan is not proactive in addressing the needs of the region. It is based on reaction to proposals by transportation agencies. 2) All MPO documents, including minutes of meetings, should be posted on the website. All meetings should be scheduled to make it possible for working people to attend and should be held in a central location or moved around geographically. I find it strange that the MPO meets in Newton, certainly not a central location. 3) The MPO should encourage the MBTA to effectuate a transfer system between buses and subways. 4) The MBTA has removed from its website any mention of upcoming Service Planning meetings. I have contacted the MBTA about the schedule for these meetings, but have received no response. 5) The 2000-2025 Plan states that annual bus ridership has increased from 98 million to 101 million. How much of this is attributable to the new crosstown routes and how have the older crowded routes fared? How does the increase in bus ridership compare with the increase on other modes?
MPO Response:	1) Your recommendation was considered during the 2000-2025 Regional Transportation Plan Update process. The previously adopted 2000-2025 Plan only included projects that were legal commitments under environmental and legislative regulations and all regionally significant projects in the six year Transportation Improvement Program. The 2000-2025 Plan Update examined projects throughout the region. 2) All drafts of MPO documents are placed on the MPO website as soon as available, as are the minutes of MPO meetings. MPO and TPPC meetings are held in Boston. Only the local members of the TPPC meet occasionally in Newton. Public meetings relating to MPO documents are typically held in a variety of urban and suburban locations to encourage participation across the entire region. Even the suburban locations tend to be transit accessible and centrally located for the population in that portion of the MPO region. 3) Your comment on the issue of free transfers has been forwarded to the MBTA, who is a member of the MPO. The MBTA is considering free transfers as part of the automated fare collection program. 4) The MPO is not involved as a participant in the MBTA Service Planning meetings and has no knowledge of when such meetings might occur. However, as an MPO member, the MBTA is aware of your concern. 5) The Regional Plan does not provide route specific information; however the vast majority of growth in bus passengers is attributable to increased ridership on the core system.

Public Comments and MPO Responses from Winter 2001 Outreach

Commenter:	Karen Wespic, Resident of Jamaica Plain (Page 2 of 3) (January 2001 Comment Period)
Type of Comment:	Policy Issues and Project Specific
Abstract of Letter:	6) Has there been any significant increase in the amount of multiple occupancy vehicles as a result of the Zipper Lane? Do we even know if those vehicles already had two occupants prior to the opening of the lane to two-person vehicles? 7) There should be systematic monitoring and examination of the mass transit system. 8) The 2000-2025 Plan should encourage the use of Zipcars. 9) The Silver Line from Dudley to Downtown will not have a dedicated lane; it will be separated from traffic by a stripe in the road. It is not Bus Rapid Transit. Also, the portion from South Station to the World Trade Center has not yet had its vehicle approved by the Department of Environmental Protection. 10) The 2000-2025 Plan should provide cost per rider figure for each commuter boat route and each subsidized private carrier.
MPO Response:	6) The available information on HOV usage cannot determine the amount of increased carpooling "caused" by the existence of the Zipper Lane. We do, however, know that the lane is widely used and that usage has continued to increase. 7) There is a periodic monitoring and evaluation of the MBTA system. A new round of monitoring will occur in the coming months. 8) The use of a private car-sharing service is a relatively new arrangement that currently has a limited application in the Boston MPO, operating in parts of Boston, Cambridge and Somerville. The MPO is interested in this private sector solution to short-term car needs and will monitor the program's success. 9) The description of the Silver Line was rewritten in the previously adopted 2000 Plan. There are different variants to Bus Rapid Transit (BRT) systems. A reserved lane is not required for BRT. The Silver Line has other characteristics that are associated with BRT. An independent peer review panel was formed to review the buses to be used on the Silver Line from South Station to the World Trade Center. In February 2001, the panel determined that the MBTA had made the best choice. 10) The Plan does not contain information on cost per rider for any mode.

Public Comments and MPO Responses from Winter 2001 Outreach

Commenter:	Karen Wespic, Resident of Jamaica Plain (Page 3 of 3) (January 2001 Comment Period)
Type of Comment:	Policy Issues and Project Specific
Abstract of Letter:	11) In order for low-income and minority communities to be involved in decision-making, meetings should be held in those communities and also centrally after work hours. 12) The 2000-2025 Plan should analyze bus service based on performance, not scheduled headways. The bus system should be managed in the same way that the subway and commuter rail is run with strict schedule adherence when possible. 13) The regional model uses MBTA service data from 1993. This data is too old and should be updated. 14) When the Toronto Transit Commission purchased low-floor buses, it found that additional vehicles were needed for heavily used routes in order to maintain previous service levels. The MBTA needs to plan for this eventuality.
MPO Response:	11) The MPO has held, and will continue to hold, meetings in minority and low-income communities after normal working hours. 12) In the short-term, the previously adopted 2000-2025 Plan was adjusted to provide separate graphic depictions of bus and transit access and was reformatted to concentrate on load factors instead of crowd factors. The environmental justice measures contained in the previously adopted 2000-2025 Regional Transportation Plan, which were intended to be a beginning step in an ongoing process, included separate information on the access to the bus system and the rapid transit system, as well as a comparison of performance measures across mode. During the development of the 2000-2025 Plan Update, the MPO developed, with the assistance of the Environmental Justice Ad Hoc Committee, additional measures including a measure of on-time performance. The MPO is committed to an ongoing analysis of environmental justice issues including an analysis of financial investments and, if possible, an analysis of areas where transit service is lacking. 13) The information in question was used to calibrate the model for 1995 Base Case conditions only. The calibration process is to ensure that the model runs properly and replicates existing conditions. All changes made to the system from 1993-1995 forward were incorporated into the 2025 scenarios that were run for the Plan. 14) The MPO does not use the RTP to provide detailed maintenance schedules. However, the MBTA is aware that smaller buses will not carry as many passengers, and have, therefore, planned for this issue.

From: karen_wepsic <karen_wepsic@hms.harvard.edu>
To: <transportationplan@ctps.org>
Date: Wednesday, December 27, 2000 2:29 PM
Subject: comment on MPO Plan 2000 - 2025

Hi MPO,

This is just a single comment on the Draft Boston MPO Transportation Plan 2000 - 2025. More comments will follow.

On page 185 of the Draft Boston MPO Transportation Plan 2000 - 2025 the Arborway Green Line Service is discussed. It is noted that bus Rte 39 is currently provided from Arborway to Heath Street. In fact, the bus Rte 39 goes from Forest Hills to Back Bay. Service is redundant with the E-Line portion of the Green Line from Heath Street to Copley. There is no service from Forest Hills to Arborway.

Karen Wepsic
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84 Prince Street
Jamaica Plain
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January 2, 2001

Metropolitan Planning Organization
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The following are comments on the Boston MPO Transportation Plan 2000-2025

On page 7 the plan says that a policy will be "that transportation system benefits and burdens are shared equitably" This transportation plan does not seem to be proactive in addressing whether that will be true or not. There needs to be a transportation plan for the region – not just reactions to proposals made by other agencies. In other words if the MPO would identify where there is a need for better transportation and than ask the appropriate agency to come up with a solution. There also needs to be accurate data on the current transportation system to see how service is really delivered. – not just relying on scheduled service but actual delivery of service.

On page 9 Policy 8 "Promote public involvement in all phases of transportation planning and development" All documents should be on the MPO web site. All minutes for all meetings should be on the MPO web site. Meetings should not be scheduled to make it impossible for the working public to attend. Meetings should be in a central location and/or moved around geographically so that everyone feels welcome. I find it strange that the MPO meets in Newton, certainly not a central location.

On page 9 Policy 5 "integrate and connect the various components of the transportation system". The MPO should encourage the MBTA to effect a bus to subway and subway to bus transfer. The bus system should be managed in the same way that the subway and commuter rail is run with strict schedule adherence when possible. It is inexcusable that at the 1998 MBTA Service Planning meeting it was identified that not one bus route ran an on time

performance at any time of day or any day of the week. Clearly the bus system is run in a slapdash way. If additional monies are needed to upgrade the management of the bus sytem and the on time reporting then so be it.

On page 31 under Performance Measures for Transit Service
It states that "the MBTA collects ridership data". The MBTA had on it's web site that there would be Service Planning meetings for the public to attend as there were in 1997 for the 1998 Service Plan. These meetings never materialized and the announcement of the meetings was removed from the MBTA's web site. I have received no answer from either a phone request or and email request to Service Planning about when such a meeting will take place.

On page 31 it states that annual bus ridership has increased from 92 million per year to 101 million per year. How much of this increase is a result of new routes – e.g. CT 1,2, 3 and how have the older crowded routes fared? How does the increase in bus ridership increase compare with the increase on the other modes?

On page 32 the High-occupancy-vehicle (HOV) program is discussed.
It states that these lanes are to be used by vehicles with two or more people in them. How many vehicles would have two or more people in them without the existence of the HOV lane? Is there any significant increase in multiple occupancy as a result of the HOV?

On page 41 automobile ownership is stated to be rising in both Boston and Cambridge. I would suspect that is at least partly because although transit is fairly reasonable during the Monday -Friday peaks there is not good transit late at night or the weekend, especially Sunday. This could mean that folks buy a car for those times and then since they already have a car they use it other times when they could be using transit.

On page 48 the monitoring of roadways is discussed. There needs to be better routine monitoring of mass transit so that service inprovements can be made in an orderly way and not just the results of complaints or requests.

On page 53 under Measures to Increase Automobile Occupancies and Efficiencies mention should be made of the zipcar and local governances should be encouraged to support the location of zipcar and any other such companies to enable people not to have either their first automobile or there second automobile.

On page 65 the delivery of 100 low-floor Green Line cars is discussed as having begun and will continue to 2001. In fact the status of these new Breda Cars is problematical and the MBTA has said nothing publically about running these cars or further delivery. As far as I know there are a few Breda cars at Riverside, none are in service.

On page 67 there is a mention of bus shelters. As far as I know there is no systematic allocation of where bus shelters are and where they are not.

On page 69 the Silver Line is discussed and called Bus Rapid Transit. The Silver Line from Dudley to Downtown should not be called Bus Rapid Transit as there is no dedicated lane – only a stripe in the road and the bus will run in mixed traffic at either end of the line. Calling something Bus Rapid Transit does not make it Bus Rapid Transit.

In addition that portion of the Silver Line from South Station to the World Trade Center will run with a sofar unapproved vehicle. In fact the vehicle has not cleared the Department of Environmental Protection hurdle yet. What is proposed is a dual mode heavy diesel electric vehicle.

On page 68 the commuter boat is mentioned. We need to see the cost per rider for each of the commuter boat routes.

On page 69 is mentioned the private carriers. We need to see the cost per rider for each of these routes.

On page 71 is discussed the Service Evaluation Process. It appears that Service changes result after a "request". There should be a systematic examination of the system to determine where service is "needed" not where it is "requested".

On page 109 it is said that "transferring is perceived as onerous". All service should be viewed with the idea of minimizing transfers such as combining bus routes where possible.

On page 143 Environmental Justice is discussed. In order for minority and low income communities to be involved in the decision making meetings should be held in those communities and also centrally after work hours.

On page 151 there is an analysis of service on the basis of scheduled headways.

This is not good enough. The scheduled headways often have little basis is fact. The whole bus system needs to be monitored more closely with reports of actual headways, missed trips etc. These reports should be placed on the web for all to see.

On page 162 there is an analysis based on 1993 MBTA service. This data is way too old. There needs to be a more current analysis.

On page 186 there is a discussion of the new Low Floor buses to be purchased By the MBTA. The Toronto Transit Commisssion found that additional low floor buses were needed on heavy ridership routes to accomplish the same service. The MBTA needs to plan for this.

The MPO should be asking for data from the MBTA Service Planning. The MPO should be looking at the region as a whole should be making all documents public, all minutes public, all meetings held when and where there can be attendance by other than people whose job it is to attend.

Sincerely yours,

Karen Wepsic

Karen Wepsic

(4)

Public Comments and MPO Responses from Winter 2001 Outreach

Commenter:	Martha Bewick, Advocates for Transportation Alternatives
Type of Comment:	Policy Issue
Abstract of Letter:	1) The 2000-2025 Transportation Plan lacks a comprehensive study or planning element dealing with water transportation. Many of the ferry figures are out of date and do not acknowledge private ferry services.
MPO Response:	1) The MPO is working on a water transportation study in conjunction with the Volpe Center to provide a comprehensive overview of existing and proposed services for Eastern Massachusetts. This study should help the MPO better determine and prioritize future water ferry funding and will serve to inform future work on the Transportation Plan.

Advocates for
Transportation
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5 January 2001

Terrance Regan
Transportation Plan Manager
Central Transportation Planning Staff
Transportation Building
10 Park Plaza, #2150
Boston, MA 02166

Dear Mr. Regan,

On behalf of the Advocates for Transportation Alternatives I would like to submit comment to you on elements of the Draft Boston MPO Transportation Plan 2000 – 2025.

First of all, the plan has taken an excellent direction in establishing guiding principles and strategies. As the second phase of the Plan emerges, perhaps the policies could be used to shape independent chapters.

As it now stands, the Draft Plan begins with an orientation which suggests transportation modal balance and integration. The chapters which follow could take issues such as the environment, safety and security, mobility, and so forth, and continue with the equitable and unified treatment of all modes. Instead, the chapters become modally focused: rail, highway, bicycles, and so forth. If the final iteration continues to have a modal focus, I would urge that you add a chapter on water transportation which includes a comprehensive assessment of ferries. More on that below.

AfTA was formed last year in response to concerns from South Shore Coastal residents that there were better transportation options for the coastal corridor than the Greenbush diesel rail restoration proposal. It is now acknowledged by recently presented Corps of Army Engineers' and MBTA studies, that Greenbush will have adverse effects on 20 historic districts in five coastal towns. Knowing how devastating this project would be to fragile coastal communities, and their thriving small town economic centers, we have been urging consideration of consolidated low-impact clean air alternatives.

With this as a background, I would like to address three elements of particular interest and concern to AfTA: the water transportation existing conditions and potential for the Boston MPO region, and implications for proposed transportation policies; the Greenbush dilemma; and the urgent need for a South Coastal meeting and study.

I had a welcome opportunity to provide comment on the Draft Transportation Plan at the Quincy meeting last year, and looked forward to your inclusion of new and expanded materials about the waterways of the Boston MPO region. At that time I mentioned that "since the MBTA is the Massachusetts Bay Transportation Authority, wasn't it time to begin to incorporate Boston Harbor and Massachusetts Bay into the heart of transportation planning? "

Needless to say, I was sorely disappointed to note the continuing absence of focus on the potentially invaluable transportation asset, the navigable waterways of the Commonwealth, in the planning for the next twenty-five years.

You note that the Boston MPO region is 1405 square miles and that it is comprised of 101 cities and towns. The navigable waterways are diminished to be described as "550 miles of coastal waterfront", and the value of the waterways to the region is described only as "waterfront vistas." In taking this view of the water surface, the Boston MPO shuts off consideration of the actual and potential transportation capacity of our navigable waterways which can be used for the transportation of goods and people.

I would suggest that the Boston MPO region is actually 544 square miles larger, or about 1/3 larger in size and potential transportation capacity, if you draw a line north to south through Massachusetts Bay from Rockport to Duxbury. Perhaps CTPS could make an accurate assessment of the waterways subregion which serves the Boston MPO. It would be a wonderful start.

At least 28 communities border the waterways of the Boston MPO region, including the rivers, Boston Harbor, and Massachusetts Bay. Many of these offer navigable harbors, and a number have existing or potential water transportation connections to Boston. At the moment, a number of these are threatened by landside proprietary development which are crowding the potential for good intermodal landside/waterside ferry or water transportation links. Incorporation of well-designed water transportation corridors, offering seamless connections to the city of Boston, is critical to the future of the region

The absence of a comprehensive study or planning element dealing with the actual and potential transportation capacity of the water surface of the Boston MPO region gives short shrift to some very exciting initiatives of both public and private agencies, at the state and national level, and cuts off the opportunity for the MPO region to participate in the development of the national Marine Transportation System initiatives, for which there may be substantial federal investment.

Existing Conditions

Water Transportation Mode

Many of the ferry figures in the Draft Plan are out of date, and they are not reported as other modes are tabulated. We would ask that you revisit your work in this area, and make the necessary adjustments.

In the current assessment of resources, the study does not acknowledge the very valuable private ferry services of Harbor Express (Quincy-Hull-Logan-Long Wharf), nor mention the ferry links to the Boston Harbor Islands, the Mass. Water Resources ferry transportation for both construction workers and trucks to Deer Island, the ferries which have supported Central Artery construction on the Boston Harbor islands, the Mass. Bay Lines unsubsidized ferry serving Hingham, the water taxi services of Boston, or the ferries from Boston to Provincetown. Massport's airport ferry expansion, and excellent intermodal programs seem to be missing. EOTC ferry-related initiatives for Salem ferry services and the new Winthrop andScituate studies are not mentioned, nor is the integrated intermodal information brochure about consolidated bus/ferry links to the Vineyard and Nantucket from South Station.

Also, regarding the intercity section, with the advent of the new fast ferry technologies, there are coastal ferry links whereby a passenger will soon board a ferry in Manhattan for connections to Long Island, New London and Martha's Vineyard. Perhaps you read last week about a similar proposal of Boston Harbor Cruises to connect Provincetown to Portsmouth NH. There are discussions about high-speed ferry service to Nova Scotia ongoing as well. With additional investments in the Provincetown Pier, and interest of the Cape Cod Commission in better ferry connections to the Boston MPO region, we should talk about inter-regional partnerships.

If we do not claim our own waterways for the next 25 years, water transportation will be brought to the region by others. We must look to what's happening today, in order to get a better understanding of tomorrow. Boston is a leader in ferry transportation in the United States. Let's take it seriously!

Here are some questions about existing conditions re. thewater transportation mode, upon which future planning can and should be based. There are many such questions, but these, relating particularly to passenger ferries, can serve as a start:

- How many navigable miles are there in the Boston MPO region waterways? What is the capacity of the waterways for the movement of goods and passengers (ferries and other vessels)? What about harbor congestion and right of way issues?

• What new routes make sense to connect the Boston MPO region's communities?

• Where are the best locations for intermodal landside terminals and park and ride facilities? What land use policies are threatening valuable potential terminal sites?

• How many harbors and port areas are there in the region? What is the capacity for ferry landings and staging areas? What is the dredging need? Where are the barriers?

• How many ferry ports are there in the region which have been so designated by the Federal Highway Administration? What is the significance of the ferry ports for funding eligibility?

• What is the condition of the waterways, navigational aids, and related marine corridors? Are navigational aids eligible for ITS funds?

• What are the barriers to expansion of ferry services and routes throughout the region?

• What is the Boston MPO region's potential eligibility for TEA-21 ferry discretionary monies?

• Where can ferries provide alternatives to highways, rail and bridges in the MPO region?

• Where are the safety and security issues vis a vis ferries.

Some Concerns

Harbor Express, based in Quincy, offers an outstanding $6 million private transit ferry service which provides extraordinary quality of service to Logan Airport and to downtown Boston. With a 1000-car parking lot, offering available capacity, and potential capacity to carry thousands more riders with increased service, Harbor Express should be examined by the Boston MPO as a potential partner in expanded public/private transit service to Boston. Should there be more of a public investment in infrastructure here to support this operation? Where does a question such as this get answered? Who values the transit contribution of Harbor Express?

During this past summer, more than 1900 cars of ferry commuters and users were parked at the Hingham Shipyard in state and private lots. There was no available capacity.

The numbers of daily ferry riders for this facility alone are greater than those reported for Boston Harbor ferry services. Existing conditions reports should include private ferry operators numbers to give a truer picture of the "robust growth" of this transportation sector.

At the moment, there is a proposal to construct a 2400-space parking lot at the Hingham Shipyard. There is no acknowledgement of this structure, which, according to the Boston MPO report, will be larger than any other MBTA garage on the Red Line or at Rte. 128. Where is this structure acknowledged or budgeted? Where is the investment, the equity, the focus on adequate infrastructure and design?

On page 102, oil terminals located in Braintree are not mentioned. More mention should be made of the Fore River port facilities.

On page 197, there is no mention of the EOTC-sponsored Massachusetts Ferry Study, nor of individual ferry studies of Scituate, Winthrop, Salem and other towns which have greatly benefited by the ferry initiatives in the transportation bond bill.

Other Modes

In planning for the future, it is important to know where we are. Existing conditions should reflect the ever-expanding informal network of private transportation providers which supply van and bus connections in the absence of public transit. These include shopping center connections, councils of aging vans, buses serving retired communities, industrial park vans, and even cultural bus connections, such as the regular South Shore Boston Symphony bus, which picks up passengers at various locations along Rte. 3.

On page 70, there is discussion about private carriers. Understanding the informal private carrier network is key to understanding how subregional transportation patterns are changing.

Further, it is important to track what has happened as an element of public policy which has led to the cutback of buses in the South Shore coastal corridor. Where there were 500 passengers from Scituate Harbor on express buses to Boston, there are now very few. What has happened to discourage the expansion of first quality commuter coach expansion just at the time the Expressway High-Occupany Vehicle lane was opened? Where there is highway capacity to handle these coaches, why isn't commuter coach expansion being encouraged actively?

The Transportation Plan – Next Stages

Boston's Fan Pier ferry connections, if properly designed to maximize throughput of ferry passengers and sheltered accessible transit links, could carry 50% of those coming to the site. The Surface Artery project has no planning consideration for transfers (van, bus or trolley) for those coming from the South and North Shores by ferry. This is a huge oversight, and flies in the face of Boston's own history. 100 years ago, passengers were carried by horse-drawn carts from 42 depots around the city to the waterfront, so that Boston passengers could connect with the ferry to Nantasket Beach, alone. Intermodal transportation to Boston's waterfront goes back to the 1600s. Who are we to ignore it now? Look to the examples of Seattle, San Francisco, Sydney and other communities.

The water is a transportation surface as much as the land is a transportation surface. Ferries, carrying from 20 – 1200 people, are the largest high occupancy vehicles in the world. The Staten Island ferry, which carries 6000 people, is equivalent in capacity to three lanes of expressway traffic.

AfTA is determined to continue to point out the value of the waterways as an alternative less destructive transit and transportation mode.

Policy Changes

I would suggest the following changes to suggested policies, which could acknowledge the value of the navigable waterways for the movement of goods and people in the Boston MPO region. The policy language is actually highly inclusionary, but the work on the Plan to date indicates an absence of understanding of the importance and value of the waterborne mode for the current and potential movement of goods and people. For that reason, I would strongly suggest inserting "water transportation" wherever "surface transportation" is assumed to be land transportation only. Here are some examples:

Policy 2

Ensure and increase the safety and security of transportation system users, regardless of mode, or air, land or water surface.

Policy 3

F. Add: HOV capacity can be gained by expanding the use of ferries in the reigona's marine transportation system corridors.

Policy 5

Effective and efficiently integrate and connect the various components of the transportation system, across and between air, water and land modes, for both people and freight.

B. Insure that the transportation system is appropriately balanced among air, water and land-based modes.

Public Involvement and Greenbush

Most Draft Plan meetings were held in Boston, with a single meeting in Quincy which was available to the South Shore Coastal area. We would urge the Boston MPO planners to schedule a Spring meeting in Hingham, or some other well-publicized South coastal community location, in order to focus more attention on the coastal transportation issues that have been identified above. There are many more related considerations we are eager to share.

Finally, we believe that there has been a great misapprehension in the Boston corridors of transportation planning about the value of the Greenbush diesel rail project. This has stems from the fact that few Boston MPO members, with the exception of the project proponents, are familiar with this corridor. Please hold a meeting here, and schedule a tour of this disaster which is about to happen, and which will have an adverse affect on

more than 2000 structures in 20 historic districts. (The studies haven't estimated the effects on human beings yet.)

We do not believe that the Commonwealth can afford to spend $408 million in state funds, through additional bonded indebtedness, with no federal participation, and the debt service and annual deficit attached. Greenbush is simply a bad transit project, which would transfer perceived congestion on secondary arteries into real congestion at the 29 – 43 grade crossings cutting through these small coastal towns.

This project is a hangover from the days when the existence of rail restoration funds at the federal level made the project doable. Please set forth the Greenbush Rail Restoration project as a special study item in the next step of the Transportation Plan. It will be eye-opening for all.

With best regards,

Martha A. R. Bewick

Martha A. R. Bewick
ferryboats@compuserve.com

Another Greenbush Rail Perspective: 1847 – 2000

Martha A. R. Bewick

In making its case for construction of diesel surface rail service in the Greenbush corridor, through the hearts of several fragile coastal villages, the MBTA claims history as its ally. The MBTA wrote to the US Army Corps of Engineers on May 4, that "dedicated" freight and passenger rail service ran on the single rail line from 1848 to 1959.

To give another perspective on the history of the Greenbush track, this is the rail line that should not have been built in 1847. This is the rail service that should be buried, once and for all, as the dead iron horse it is, in the year 2000.

It was 153 years ago this Spring, in 1847, that legislative action was taken which changed the Town of Hingham forever, and affected the lives of everyone in Hingham Village. The originally anticipated railroad along the South Shore had been cooperatively planned and surveyed by the coastal towns. An agreed-upon alignment was established to run from Quincy Center, along the coast to an intermediate spot in Cohasset, with plans for extension to Greenbush.

Instead of moving forward with the carefully planned and surveyed railroad alignment, a change was made during a late night State House vote in April, on the last night of the session. During the vote, legislators authorized construction of what we now know as today's Greenbush track alignment. This was longer by four miles than the surveyed route, and wound around and through the towns, crossing many local roads. The midnight decision required blasting of ledge areas, filling of quaking bogs, wetland areas, and duck ponds, as well as uphill grades. The rail line ran right down Town Brook through the heart of Hingham Square.

The train was required, by the legislation, to skirt the heads of navigation of the Weymouth Fore and Back Rivers. Entrepreneurs from Cohasset, Weymouth and Boston, to ensure that steamboat traffic could proceed uninterrupted to Weymouth Landing to pick up lumber, promoted this. This is why there are grade crossings on both sides of Weymouth Landing, and adjacent to the Back River.

It was reported in the Hingham Patriot in July of 1847, that Hingham's legislator, Jotham Lincoln, intensely distressed, was taken to the Charlestown Hospital (later to become McLean) "furiously insane." The newspaper had included his outraged and lengthy speech against the midnight legislative action in earlier editions. Lincoln never returned to his seat in the Great and General Court.

Safety was a problem from the beginning. Shortly after the track was laid, citizens petitioned for bridges to be constructed over the tracks to help safety. This did not

happen. Crossing guards manned each railroad intersection for forty years, twenty-four hours a day.

Today, citizens and businesspeople of Hingham continue to oppose the "modernization" of this inappropriate and ill-designed route, laid out as the action of politicians, not engineers. Once again, the railroad will divide the town, create dangerous intersections, noise, degrade property values, and shake the foundations of an ancient community.

Today, however, even more is at stake. The Town of Hingham has doubled in size since the train service stopped, and there is quadruple the number of automobiles. The old village area, designated as a National Register Historic District, houses over 1000 jobs in 162 businesses, and has become a safe and comfortable family center as well. Children on bicycles, mothers pushing baby strollers, elderly who live up the road can cross intersections safely, and automobiles can park readily. Mature trees line the old right of way, and contribute to Hingham's long-time designation as a "Tree City."

The village, in its arrangement, is an actual model of what the neo-urbanism design of new villages, like Disney's "Celebration," attempts to achieve. And it's real, historic, and thriving. Army Corps discussions of the impacts of a train, tunnel or no tunnel, have identified that 1014 properties are part of the historic districts of Hingham, whether listed as historic properties, or eligible.

When consultations reveal that train noise and vibration will have adverse effects on four of the historic districts, questions arise. Can Hingham Square, which is the heart of the Lincoln Historic District, survive? Can those residents who live immediately adjacent to the track bed, be comfortable in their homes with the addition of air conditioners and double-glazed windows, to offset noise, and vibration of the diesels.

Andrea Ferster, Hingham's attorney from the National Trust for Historic Preservation, exclaimed early in discussions about litigation, that the extraordinary aspect of Hingham is that it is not only a significant historic area, but that it is also economically sustainable. That is, the historic buildings are supported by the businesses and residents who have invested there. Will the businesses survive? No one know, because no one knows what they are. There has been no survey of business impacts by the MBTA. This is not required.

If the train, tunnel or not, will create significant and uncomfortable vibration, for instance, how will this affect the gift shops and antique shops that line the route, within 20 feet of the track? Stories told of how the Bowl and Board owners would lean against the shelves to keep items from falling off, when the freight train would occasionally rumble through, provide caution.

On Monday, May 8, where the Hingham Selectmen voted reluctantly to support the train, but only with a tunnel underlying the village, almost universal disagreement with the vote was voiced by townspeople. Gordon Hersey was one who spoke. He owns a village building. Hersey described with passion and conviction how the same building, where he, as a boy, had picked up newspapers, was abandoned and deteriorated, with pigeons flying

in and out when the train ran through the area. Many properties lining the tracks were in the same condition. He said that it has taken forty years for Hingham Village to grow and thrive to become what it is today. Mr. Hersey warned that the train was a disaster for the town and town businesses then, and that it would be a disaster for the town once again.

Restoration of the Greenbush Line is a classic example of throwing good money after bad, one hundred fifty-three years later. There are other excellent transportation programs serving the corridor that need major capital investment, including the various South Shore ferry programs, the MBTA's own bus routes and rapid transit stations, as well as a potential expanded commuter express coach system from the southern end of the Greenbush corridor. Never has the MBTA investigated how to make an integrated intermodal transportation program work to accomplish the basic project purpose. Instead, the environmental effort has been directed to the debunking of alternatives.

..... (NOTE: the following section deals with alternatives, and could be dropped)

The multiple grade-crossing intersections along the right of way will become new intersection barriers to commuters to the regional work places other than Boston. One Hingham commuter to Weymouth Landing, as an example, mentioned that she would have to make 5 grade crossings over this line at rush hour. Not only will she be trying to avoid the train closings at grade crossings, she will also be slowed by each school bus and fuel truck which is required by law to stop at every grade crossing.

It is the ultimate irony that commercial anticipation of the arrival of the train is stimulating only suburban sprawl, and that a $400 million transportation enhancement will worsen traffic on feeder South Shore roads. Approximately 80% of Hingham's journey to work trips are made to locations other than Boston. The same pattern is true in all South Shore communities. 75% of the 11,000 people who work in Hingham each day come from a town other than Hingham. Yet, the socio-economic objective of the train is to provide capacity for 3000 people to support the 1 million square feet of office space planned in downtown Boston.

The train would, in fact, bring gridlock rather than traffic relief to South Shore commuters travelling to and through the villages along the coast, with uncalculated increases in air pollution from stops and starts. In the name of the environment and mitigation for the Central Artery, the Greenbush Rail project will transfer congestion to the hearts of viable communities. The Conservation Law Foundation has always been ready to accept mitigation substitutions for its Central Artery agreement with the Mass. Highway Department. The MBTA has never offered a substitution for Greenbush.

As an example, in its current critique of the intermodal transportation alternatives proposals, the MBTA said about the Harbor Express ferry location: "This location is close to Weymouth, but from Greenbush corridor origins, the Hingham Shipyard is as close or closer. ....(There is a private ferry operator at this location providing Logan Airport service that is used by a small number of commuter from Quincy.)" The Greenbush corridor draws almost half of its potential ridership from N. Weymouth and E. Braintree,

immediately adjacent to Fore River. About 75% of the Harbor Express riders come from Hingham, Weymouth, Scituate, and other communities other than Quincy.

In its latest evaluative matrix about impacts of comparative alternatives, published May 1, the MBTA discussed commuter boat service potential to Scituate. Scituate Selectman Joseph Norton pointed to the errors in the new matrix, which contradict Scituate's goals to achieve ferry service in the near future, and suggested that if one were wrong, perhaps there were more at fault as well.

Were the MBTA instructed to develop a low impact transportation program which included more frequent ferries, new parking garages and intermodal terminals, fare equity, frequent express commuter coaches, new park and ride lots, and to work with sister transportation agencies to extend the HOV lane on Rte. 3 (rather than the add-a-lane project), an Old Colony spur station at the S. Weymouth Naval Air Station (if this access road is built), and a set of interconnected additional options, the basic project purpose could be achieved at far less cost, and with far less impact. And this could be done.

What the Greenbush rail line will do is to raid the South Shore's existing transit ridership for passengers, with its lower fares, as the Old Colony rail branches have already raided the private buses for ridership. Where there were more than 500 Plymouth & Brockton bus riders from Scituate in 1985, there are now 50 – 80. How many Old Colony rail riders are former bus riders, and how many were attracted from automobiles, the original objective?

The MBTA states that it competes for transit ridership. It competes against its own transit buses and ferries, against private ferries, against private buses, against vanpools, and against carpools and the HOV lane.

A Central Transportation Technical Report in 1985 stated, "Peak work-trip ridership on the Red Line, express buses, and commuter boats from the eight southern study-area towns accounts for over a third of the total number of their residents working in the Boston Central Business District, based on 1980 US census data. This is within the typical range of suburban transit mode split, thus the potential for attracting new transit riders from these towns to Boston is probably limited."

One component in a multi-pronged alternatives package is ferries. We estimate, today, that approximately 45-50% of Hingham's 2100+ commuters to Boston, about 1000 commuters, rides the ferries from Hingham to Boston each way, each day. With minimal investment in commuter boat facilities on the South Shore, the Boston region has a highly popular transit system, which with improved design, frequency of service, and relatively minor capital investment, could achieve a significant fraction of the basic transportation purpose without the devastating impact of the train.

In order for the Greenbush ridership numbers to work, the commuter boat riders, now paying more for ferry service than rail riders will pay, will have to be attracted by the lower fares offered by the train. The West Hingham train fare will be $3.00. The Hingham

Shipyard ferry fare is $5.00, almost one dollar higher. (NOTE: See the letter on comparative fare and subsidy issues.) The train station is about one mile from the ferry station.

A similar approach to express commuter buses, purchased and operated by the private sector, would achieve significant ridership. Likewise, new parking adjacent to the South Weymouth station on the Plymouth branch of the Old Colony Line, made accessible by a currently proposed new highway corridor for the development of the South Weymouth Naval Air Station would provide significant new ridership at a fraction of the cost and impact of Greenbush.

The US Army Corps of Engineers, the Advisory Council on Historic Preservation, and the Massachusetts Historical Commission, in the 106 review process, are directed by language which includes these words: "An undertaking is considered to have an adverse effect when the effect on a designated historic property may diminish the integrity of the property's location, design, setting, materials workmanship, feeling or association. Adverse effects include, but are not limited to...introduction of visual, audible and atmospheric elements that are out of character with the property or alter its setting."

Had the Corps and its associates been around in 1847 exercising this language to help shape the Greenbush rail corridor, perhaps the Greenbush rail line would have been designed appropriately in 1847, and we would all be enjoying its benefits today.

Restoration of Greenbush Rail, as it is currently planned, will have a permanent adverse effect upon historic properties, and those who sustain them, who work and live in them, in Braintree, Weymouth, Hingham, Cohasset and Scituate. This has been identified by the consultants to the MBTA and to the Corps. Investment in transportation alternatives would not. About this, there is no question.

(Martha A. R. Bewick is a former member of the Massachusetts Public Works Commission, and former Manager of Business and Transportation at the South Shore Chamber of Commerce. She is a transportation consultant, specializing in ferry systems. Her office is 12 feet from the Greenbush track in Hingham Square. She is also a member of AfTA, Advocates for Transportation Alternatives.)

Public Comments and MPO Responses from Winter 2001 Outreach

Commenter:	City of Cambridge (Page 1 of 4) (January 2001 Comment Period)
Type of Comment:	Policy Issues
Abstract of Letter:	1) The Action Items in the 2000-2025 Transportation Plan are vague and need to be rewritten to commit the MPO to specific steps, such as the incorporation of policies into project selection criteria. Also, specific goals should be established for each policy. 2) The 2000-2025 Plan should provide more detail about the Division of Energy Resources' electric vehicle charging stations, including any plans for evaluating or expanding this program. 3) The discussion of TDM programs in the 2000-2025 Transportation Plan should be expanded and include a description of the goals of TDM programs and the level of TDM funding. 4) Figure 3-2 in the 2000-2025 Transportation Plan is misleading since it measures population increases between 1970 and 2000 in 10-year increments and increases between 2000 and 2025 in one 25-year increment. This skews the graphic depiction to make future growth look more drastic than is the case. 5) The 2000-2025 Plan should provide more detailed information regarding automobile ownership and should mention the car-sharing that has started in Boston, Cambridge and Somerville, since these types of arrangements may affect ownership rates in the future.
MPO Response:	1) During the development of the 2000-2025 RTP Update, the MPO reconsidered the policies and action items in the previously adopted 2000-2025 Plan. During the development of the 2002-2025 Regional Transportation Plan Update, the MPO policies were rewritten. The policies were incorporated into the project selection process. A matrix showing a project's conformity with the revised policies is provided in Appendix C of the Plan Update. 2) The MPO has already heard from some commenters that the length and breadth of the document are too much. For some topics, the Plan must simply provide a brief description and enable persons to seek additional information elsewhere. For information on the electric vehicle recharging, contact the Division of Energy Resources. 3) The description of the role of TMA/TDM programs was expanded in the previously adopted 2000 Plan to include some of the examples of the work being done under this program. In addition, the policies were expanded upon in the Plan Update to include references to TMA/TDM programs in the Plan Update (Policies 3A & B, 4E). 4) Figure 3-2 in the previously adopted 2000 Plan was corrected to provide 10-year increments through 2025. 5) Car-sharing is a relatively new arrangement that currently has a limited application in the Boston MPO, operating in parts of Boston, Cambridge and Somerville. The MPO is interested in this private sector solution to short-term car needs and will monitor the program's success.

Commenter:	City of Cambridge (Page 2 of 4) (January 2001 Comment Period)
Type of Comment:	Policy Issues
Abstract of Letter:	6) The Conclusion to Chapter 3 in the 2000-2025 Plan is oversimplified since work trips only account for approximately 25% of all trips. Given that many non-work trips are of a shorter distance, it is not fair to say that providing alternative means of travel is more difficult. The 2000-2025 Plan should provide statistics about trip lengths and analyze what percent have the possibility of being converted to bike or walk trips. 7) The section on roadway standards in the 2000-2025 Plan should be updated to provide the conclusions from the Design Standards Task Force and list possible next steps to continue working to create more flexible roadway standards that improve safety for all modes. 8) The description of the Congestion Management System in the 2000-2025 Plan is confusing and poorly formatted. 9) The 2000-2025 Plan claims that the reason for the low highway fatality rate in Massachusetts is the State's efforts to identify and correct crash locations. There might be many other equally or more important reasons for this rate. 10) The discussion of TDM measures in Chapter 4 in the 2000-2025 Plan should be expanded to include pedestrian facilities, bicycle facilities (including parking), and other measures that make it easier and more attractive to use alternative modes of transportation. It should not include any reference to traffic calming, which is a safety program, not a TDM measure.
MPO Response:	6) The MPO feels that the conclusion in the previously adopted 2000-2025 Plan regarding the difficulties of providing alternative means of transportation is valid, although certainly not intended to imply that these difficulties should not be surmounted where feasible. The distance of an individual trip is only one of several factors that have to be considered when determining whether an alternative mode is a workable option. 7) While the work of the Design Standards Task Force has concluded, the final report of that task force recommends the formation of a design forum to examine issues related to roadway standards, including the design exception process. The MPO will continue to monitor this issue. 8) The discussion of the CMS program in the previously adopted 2000 Plan was reorganized to provide additional clarity. 9) The previously adopted 2000 Plan does not claim or imply that the state's efforts to identify and correct high accident locations is the sole reason for Massachusetts' low highway fatality rate. In fact, the previously adopted 2000 Plan simply notes that the high accident location program is a contributing factor. 10) The reference to traffic calming measures as a TDM was removed from the Roadway System Chapter in the 2000-2025 Transportation Plan Update. The possible expansion of TDM measures was considered during the development of the 2000-2025 RTP Update and is referenced in Chapter 10 of the Update.

Public Comments and MPO Responses from Winter 2001 Outreach

Commenter:	City of Cambridge (Page 3 of 4) (January 2001 Comment Period)
Type of Comment:	Policy Issues
Abstract of Letter:	11) The transit chapter in the 2000-2025 Plan should provide data to use in measuring the effectiveness of the system, such as on-time performance, crowding, load factors, and the percent of the region that is served by the MBTA. It should also provide on-time statistics for "The Ride." 12) The discussion of MBTA park-and-ride lots in the 2000-2025 Plan should discuss the need to improve access for all modes and de-emphasize the need to only create new parking. 13) The Chapter on Bicycle and Pedestrian Transportation in the 2000-2025 Plan should have a separate section on pedestrian issues. Also, there should be more discussion about current facilities for bicycles and pedestrians using performance measures such as the percent of roads with sidewalks and bikable shoulders or lanes. 14) The discussion of Chapter 87 and its relationship to roadway design standards in the 2000-2025 Plan is more complicated than presented in Chapter 6. The Plan may not be the proper place to have a detailed discussion of this issue, but if the issue is going to be highlighted in the Plan then the discussion needs to be included.
MPO Response:	11) Some data on load factors and transit availability was provided in Chapter 11 of the previously adopted 2000 Plan. Information on on-time performance, crowding, and load factors is included in Appendix A of the Plan Update. 12) The discussion of park-and-ride lots in the previously adopted 2000 Plan focuses on their primary purpose, which is to provide transfers from single occupancy vehicles to multiple occupancy vehicles. During the development of the 2000-2025 Transportation Plan Update, the MPO expanded its discussion of commuter rail access and examined the prudent expansion of parking, as well as the provision of access for other modes, including pedestrian, bicycle, and transit. 13) The Bicycle and Pedestrian Chapter in the previously adopted 2000 Plan was rewritten, but did not include a separate section on pedestrian issues. It also does not provide information on the percentage of roads with sidewalks or bike lanes, since this information is not currently available on a regionwide basis. 14) The discussion in the previously adopted 2000 Plan about the implementation of Chapter 87 was rewritten to provide additional clarity.

Public Comments and MPO Responses from Winter 2001 Outreach

Commenter:	City of Cambridge (Page 4 of 4) (January 2001 Comment Period)
Type of Comment:	Policy Issues
Abstract of Letter:	15) The discussion of traffic calming measures in the 2000-2025 Plan should be in a separate section on safety. It's placement in the Bike/Ped Chapter is not appropriate since it relates as much to the motorists' safety as it does to the safety of bicyclists and pedestrians. In addition, many of the devices mentioned are pedestrian improvements, not traffic calming measures. 16) The discussion of freight movement in the 2000-2025 Plan should discuss in more detail the Port of Boston and the impact of Sealand's recent withdrawal from the port. 17) The commitment of 30% of available highway funding for expansion projects does not seem to be the best strategic investment for the region. The 2000-2025 plan should describe additional uses for these funds, including the possibility of flexing funds to transit and to create bicycle and pedestrian facilities. 18) The 2000-2025 Plan's Air Quality Conformity Analysis should include a discussion of the role transportation plays in global climate change. It should also include a discussion of CO_2 emissions, their impacts, and plans for their reduction. 19) The Urban Ring should be included as a future project in Appendix A in the 2000-2025 Plan, given that the Environmental Notification Form will be filed in June 2001.
MPO Response:	15) The discussion on Traffic Calming in Chapter 6 in the previously adopted 2000 Plan was rewritten to clarify that some previously cited measures are actually pedestrian safety measures that have a secondary benefit of calming traffic speeds. Because traffic calming is generally understood as a livable community issue aimed at providing safer streets for pedestrians and bicyclists it remains in Chapter 7 of the 2000 Plan Update. 16) Sealand's 2001 withdrawal from the Port of Boston has largely been mitigated by new service provided by China Ocean Shipping Group beginning in March 2002. 17) The MPO has decided to commit 70% of the transportation funds for maintenance of the system, therefore, the remaining 30% is available for expansion of the system. The previously adopted 2000 Plan specifically stated that the 30% funds in excess of those committed in the Plan can be used "to increase system maintenance and improvement beyond projected limits." Also, it should be noted that the 30% expansion figure does not cover just major projects, but also is used to construct smaller capacity projects, such as the Cambridgeport Roadways Project. 18) The Air Quality Conformity Analysis in the previously adopted 2000 Plan was not expanded to include additional issues beyond those required by federal regulations. 19) Appendix A in the previously adopted 2000 Plan included only those projects recommended in the Plan. The Urban Ring was not recommended in the 2000 Plan. The previously adopted 2000-2025 Plan only included projects that were legal commitments under environmental and legislative regulations and all regionally significant projects in the six year Transportation Improvement Program. However, Phase I of the Urban Ring project is included in the recommended list of projects included in the 2000-2025 Regional Transportation Plan Update and assumes 80% of the necessary funding will be provided through a congressional earmark in the § 5309 Bus Program. Phases 2 and 3 are included as an illustrative project. An illustrative project is not in the recommended plan because there is not now sufficient revenue to fund it. However, if funds become available, they may be included in a future update of the Plan.

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January 4, 2001

Ms. Luisa Paiewonsky
Executive Secretary, Boston MPO
10 Park Plaza
Boston, MA 02116

Dear Ms. Paiewonsky:

I am pleased to comment on the draft 2000-2025 Regional Transportation Plan for the Boston Region. I appreciate the effort put into making the document easier to read with a new format and additional graphics. Any additional features of this type are encouraged in the final version of this plan or the 2001-2026 plan to be completed this spring.

This document does a good job of summarizing the function of the region's transportation system. As the MPO continues work on the 2001 plan, I would recommend that additional attention be paid to articulating an overall vision for the system, including specific goals and programs that will form the basis of the plan for the future.

The following comments include suggestions for revisions for this plan as well as ideas for making the 2001 plan a document that will provide a real vision for the transportation system of the region for the next twenty-five years:

- Page 4. The first paragraph of the second column would be more succinct if it read "The plan advocates a transportation system that adequately serves all modes of travel" without the remainder of the sentence.
- Page 5 The actions listed under each policy are vague and need to be tied to specific actions such as incorporation of the objectives into project selection criteria, MassHighway reviews and new programs such as additional bicycle and pedestrian planning. Specific goals for each policy should be set.
- Page 6 Policy 5, letter F. Since the MPO does not plan projects, I suggest that the first word "plan" be changed to "prioritize".
- Page 8 Policy 9, letter B. add "and bicycling" after "Increase walking."
- Page 21, 23, 24 The shading used to distinguish areas on these maps is difficult to interpret and should be changed to better distinguish between areas with different characteristics.
- Page 31 Transportation Project Commitments. Roadway changes that increase motor vehicle capacity have long-term negative consequences for air quality

and negative impacts on non-polluting, non-motorized modes by encouraging higher speeds and creating a more hostile street environment for pedestrians and bicyclists.

- Page 31 The plan should provide more detail about the status of the electric vehicle charging stations, including the one at Alewife, and whether the Division of Energy Resources will be evaluating and/or expanding this demonstration program.
- Page 31 The title of the last section should be Transit Service Planning since there are no performance measures discussed in this section as the title indicates. Alternatively the text could be changed to include performance measures.
- Page 32 It is important to explain the goal of TDM programs and expand the description of TDM activities. Also, the levels of funding for these programs should be provided.
- Page Figure 3-2 This chart is misleading and should be modified to reflect that the last time frame (2000-2025) shown is fifteen year longer than others and the slope of the line should be modified.
- Page 40 The reference in the second to last paragraph should read " As shown in figure 3-1" and the 2000 data shown in the figure should be used instead of the 1990 data quoted. Also, the statement that providing transit to suburban work locations is made more difficult by dispersion could be clarified by adding "unless this suburban job growth is concentrated to a level where transit is feasible."
- Page 41 Automobile Ownership. It is important that the document provide more detailed figures on the number and percent of households without autos and compare to previous census information, instead of the simply stating that "ownership of an automobile has become a pervasive fact in the 1990s." The car-sharing that has started in Boston, Cambridge and Somerville should be highlighted, as these programs give those who choose not to, or cannot afford to own an automobile, expanded transportation choices. This may affect auto ownership rates in the future.
- Page 41 Conclusion. The conclusions drawn are oversimplified given that work trips only account for approximately 25% of all trips. Given that many trips are not work related and are usually shorter, it is not fair to say that providing alternative means of travel is overall more difficult. Provide statistics about trip lengths and analyze what percent have the possibility of being converted to bike and walk trips.
- Page 44 The section on roadway standards should be updated with the conclusions from the MassHighway October 2000 report on roads in historic and rural areas and possible next steps to continue working to create more flexible roadway standards that improve safety for all modes.
- Page 48 The description of the Congestion Management System (CMS) is continued on this page under the heading of Planning Studies and is confusing as formatted.
- Page 50 Traffic Safety. Replace the word "accident" throughout with crash as used in other sections of the plan. The claim is made that the reason

Massachusetts has one of the lowest highway fatality rates in the nation is due to the State's efforts to identify and correct high crash locations. There is no assessment of what the overall crash rate is. The section should include the actual fatality rate and information on whether it has changed. Furthermore, the crash rate could be high while the fatality rate is low due to lower speeds than on many of the roads in other states. This was the conclusion of the National Highway Traffic Safety Association (NHTSA). NHTSA's other reason is that Massachusetts has an excellent system of hospitals and quick responses to crashes saves lives.

- Page 53 Define transportation demand management (TDM) and expand the list of measures to include pedestrian improvements, bike parking/facilities and other measures that make it easier and more attractive to use modes other than SOV. Traffic calming is not a form of TDM, but is intended to reduce vehicle speeds and increase safety for all modes using the public way. It should be moved to a section discussing safety.
- Page 55 Define IVHS if not already done earlier in the document. Is this a sub-heading of the ITS section?
- Page 62 Provide data to use in measuring the effectiveness of the transit system such as on-time performance, crowding, load factors and the percent of region that is served by the MBTA.
- Page 63 Consider placing table 5-1 MBTA Vehicle Fleet by Year Built in an appendix.
- Page 69 Paratransit. Provide on-time performance statistics for the "The Ride" to evaluate the effectiveness of this important service.
- Page 71 The addition of bicycle racks on buses is a positive step toward intermodalism. Additional racks should be installed on more buses as done in other cities, instead of trying to evaluate the success on a limited installation.
- Page 72-73 Park and Ride Facilities. The benefit of park and ride on congestion is discussed but the air quality implications are absent. The last paragraph on page 73 should discuss the need to increase access to stations by all modes and de-emphasize the need to only create new parking.
- Chapter 6 Bicycle and Pedestrian Transportation. This chapter needs to include a separate section on pedestrians and pedestrian improvements that are being used in this region and other areas. In addition, there should be more discussion about how the transportation system serves pedestrians and cyclists with performance measures such as percent of roads with sidewalks and bikeable shoulders and/or lanes.
- Page 78 Change the phrase "bicyclists may be prohibited from them" to "bicyclists use streets."
- Page 79 The emphasis of the enforcement of traffic laws is on bicyclists and should be similar for cyclists and motor vehicles.
- Page 81 The discussion over Chapter 87 and the need to accommodate bicyclists and pedestrians is more complicated than is stated. The issues around road widths involve multiple factors- including lane width standards, the desire to have shoulders for motor vehicle use, number of travel lanes, shoulders for pedestrian use where no sidewalk is available, and others. The MPO plan does

not seem the place to have such a discussion but if it is included, it needs to be more descriptive. Statistics on the number of projects that have successfully accommodated bicyclists and pedestrians and the number that have received waivers would be useful information.

- Page 82 Crashes. This section should be changed to "Bicycle Safety" with more discussion of safety issues and less on crashes. The use of crash statistics without exposure rates is unacceptable and should be used only in conjunction with this information. The implication with the current version is that those places with the highest number of cyclists and pedestrians are the least safe, which may not be true.
- Page 84 Traffic Calming. This topic should be moved to a separate section on safety. Traffic calming is related as much to motorist's safety as it is to the safety of bicyclists and pedestrians and is not appropriate for this section. Graphics or photos should be used to show some of these facilities which are relatively new to the region. In addition, many of the devices mentioned are not traffic calming but pedestrian improvements and should be listed with pedestrian improvements.
- Page 101 Freight Transportation. Please give more detail about the future of Port of Boston and the implication for freight of the recent cancellation of service to Boston by Sealand.
- Page 109. According to the most recent modeling results distributed by MPO staff on 12/27/00, automobile VMT is projected to increase by 33% not 32% as stated.
- Page 118 Recommended List of Projects. I am concerned to see that 30% of future roadway funds are slated for new or expanded roadways given the difficulty of getting funds to repave and reconstruct existing roadways. In addition, given the plan's goals to improve air quality, increase the use of non-motorized modes, conserve energy, improve mobility for all citizens, and the fact that in the past five years under 10% (Page 127) was obligated to roadway expansion, using these scarce funds for roadway expansion does not seem to be the best strategic investment for the region. The plan should describe additional possible uses for these funds including the possibility of flexing funds to transit and to create facilities for cyclists and pedestrians.
- Page 121 Enhancements. In the first sentence change "bicycle paths" to "bicycle facilities" and expand on the specifics of how more enhancement projects can be implemented in the region given the scarce resources for these important projects.
- Environmental Justice. MPO's effort looking at environmental justice factors should be built upon for the 2001 plan, with additional measures reviewed.
- Air Quality Conformity Determination. The plan should recognize the role transportation plays in global climate change. The State, through the Executive Office of Environmental Affairs in its State of the Environment report issued in April 2000, notes that climate change effects expected in Massachusetts include a rise in sea level, increased flooding, coastal storm damage, and ecosystem impacts. Although analysis of CO2 emissions is not mandated for

transportation plans, a discussion of the impacts should be included with proposed actions to reduce C02 emissions.

- Appendix A. In the 2001 plan the Urban Ring should be included in the list of future projects given that the Environmental Notification Form (ENF) will be filed in June 2001 so the environmental process can begin.

Thank you for the opportunity to provide these comments to the MPO on the 2000 Transportation Plan and suggestions for the 2001 plan. We look forward to working with you on the 2001 plan to create a vision for the transportation system for the Boston region that is truly intermodal and serves the needs of all users.

Sincerely,

Robert W. Healy

Robert W. Healy
City Manager

Public Comments and MPO Responses from Winter 2001 Outreach

Commenter:	Annie Harris, Executive Director of the Essex National Heritage Area, via Sam Cleaves, North Shore Task Force (Subregion) Coordinator (January 2001 Comment Period)
Type of Comment:	Project Specific
Abstract of Letter:	1) The 2000-2025 Plan does not make any reference to the need for structured parking at the Salem and Beverly Commuter Rail Stations. Both cities have recently received FHA grants to study station and parking needs. Shouldn't the plan at least recommend that these studies be done? 2) One of the most important stumbling blocks to the creation of bicycle trails is the MBTA's opposition to locating trails adjacent to active commuter rail lines. The 2000-2025 Plan should recommend that the MBTA change this policy, so that trails can be developed where safe and feasible. 3) The 2000-2025 Plan should stress the need for commuter boat service to the North Shore. Previous service was funded under a one-year pilot program and was very successful. Unfortunately, once EOTC stopped providing the subsidy, the service was converted into an excursion boat. The Plan should recommend additional funding for water transportation. 4) The 2000-2025 Plan should recommend improvements to the commuter rail service on the North Shore, including: more frequent train service, including in the off-peak period; decreased travel times from track improvements; and development of a direct link between Logan Airport and the Commuter Rail.
MPO Response:	1) The MPO places a priority on the provision of additional access to commuter rail stations. Additional parking is one important method of providing such access. The MBTA anticipates building 2,032 parking spaces along the Newburyport/Rockport Commuter Rail Line as part of its parking enhancement program. Specifically, the 2000-2025 Transportation Plan includes a structured parking facility at the Salem Depot. The MBTA is working with the City of Salem and the Congressional Delegation to try to secures money and is in discussions with the Department of Capital Asset Management and the city about possible joint development with the planned courthouse. 2) The MBTA is understandably reluctant to consider the location of bicycle trails along active commuter rail lines. Nonetheless, the MPO will work with the MBTA on a case-by-case basis on any proposal submitted to the MPO for funding under the Transportation Improvement Program. 3) Additional commuter boat service on the North Shore will be considered as part of the MBTA's North Shore Major Investment Study. In addition, EOTC has funded a regionwide water transportation study now being conducted by MPO staff. The results of these studies will be used by the MPO to inform future iterations of the Regional Transportation Plan. 4) Improvements to the commuter rail service on the North Shore will be considered as part of the MBTA's North Shore Major Investment Study.

Metropolitan Area Planning Council

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Serving 101 cities and towns in metropolitan Boston

JAN -5 20

January 4, 2001

Mr. Terry Regan
Central Transportation Planning Staff
State Transportation Building
Ten Park Plaza, Suite 2150
Boston, MA 02116

Dear Mr. Regan,

The following comments on the document " Draft Boston MPO Transportation Plan, 2000-2025" were received from Annie Harris, Executive Director of the Essex National Heritage Area on January 4, 2001. As Subregional Coordinator for the North Shore Task Force, I am submitting them as comments and questions on the proposed draft plan listed above. The comments are as follows:

1. In the Plan's needs analysis and recommendations sections, I didn't see any reference to the need for structured parking and station facilities in both Salem and Beverly. FHA has just granted these two cities funding to study station and parking facilities to be located adjacent to the commuter rail stop in both communities. Salem has been working with the MBTA for some time now on an approach to building a multi-modal transportation and 1,000 car parking structure at the MBTA commuter parking lot. This is a key priority in both cities because of the critical shortage of parking and indoor waiting facilities. Shouldn't the draft plan include at least a recommendation that these studies need to be done?
2. Developing more bike trails especially ones that better connect to commuter rail and bus stops is an important concern of the ENHA. However, it appears to us that one of the most important stumbling blocks to trail development in this region is the MBTA's adamant position that bike trails cannot be located along side active commuter rail lines even when there is a sufficient ROW for good separation (including a fence) between the tracks and the trail. There are many examples including places in the western part of Massachusetts where rails and trails co-exist side by side and there has been no increase in accidents. If we are serious about bikes providing an alternative mode of transportation then we need to get the MBTA to agree to a policy where bike trails can be developed alongside the commuter rail lines especially along the Boston to Newburyport line. I do not know the details of this entire route, but I do know that in several places where we have studied the issue there already exists a right of way of such width that a bike path can easily be built along side the rail line—places such as along Canal Street in Salem and the Bay Circuit Trial's so-called "Rowley gap". Couldn't this be included as a recommendation in the plan?
3. Improving boat service to the north shore is another issue that doesn't seem to be stressed enough in the plan. I was very involved in the start up of the Salem to Boston Ferry three years ago. The first year EOTC provided a subsidy for the ferry and the service was extremely successful. The service started in June and in the 4 months it operated that first year more than 150,000 people used the service. The following year the city asked for only ½ the amount of subsidy, but EOTC said that they were only authorized to do a "one year pilot project" so they couldn't make any further grants. As a consequence, the ferry operations had to change the next year. Although a private ferry did operate that year and the next, it became much more of a sightseeing excursion boat from Boston to Salem (because the operator had to charge so much more and had to use

Richard C. Walker, III, *President* Mayor William J. Mauro, Jr. *Vice President* Donald A. Walsh, *Secretary* Mary Ellen Lavenberg, *Treasurer*

David C. Soule, *Executive Director*

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Shore. Is there a way to recommend further grants and/or other support for water transportation service to the north shore in this plan?

4. Improving the existing MBTA commuter rail service on the North Shore— for many years commuters and the businesses along the north shore rail line have been asking for three things to be improved in the MBTA's commuter rail service: (a) increase the frequency of train service to and from Boston including during the off peak hours (if the trains ran every ½ hour during the off peak times instead of only every hour as they do now then it would be practical to take the train in the middle of the day); (b) decrease the travel time to Boston by improving the tracks (some of this work has been done) and © develop a direct link between the rail line and Logan airport. Shouldn't these recommendations be stated in this plan? They have very little to do with the much more controversial debate about the Blue Line extension to Lynn and beyond, because they could occur in the near future regardless of what happens to the Blue Line. Even the third item—a link between the rail and the existing Blue Line—could be accomplished in the short term with a rail stop at Wonderland and "people mover" mini bus to the T station—while the "perfect" solution is planned (over the next umpteen years).

Thank you for including these comments as part of the Transportation Plan review process. Please contact me if you have questions or comments on the submitted material. Ms. Harris can be reached at 978-740-0444 if you wish to speak with her directly.

Sincerely,

Sam Cleaves
North Shore Task Force Coordinator

Public Comments and MPO Responses from Winter 2001 Outreach

Commenter:	City of Boston Transportation Department (January 2001 Comment Period)
Type of Comment:	Project Specific
Abstract of Letter:	1) Phases 1 and 2 of the Urban Ring should be included in the List of Recommended Projects and Phase 3 should be included as a Future Vision Project. The project satisfies the MPO's criteria for inclusion in the Plan, in that it is identified in a legally binding agreement and there is a need to perform preliminary design work in the near future. 2) The following projects should be considered for inclusion in the 2000-2025 Plan Update: • the development of intermodal centers in Boston outside the downtown area; • the improvement of rapid transit to Dorchester, South Boston, Roxbury, Mattapan, and Hyde Park; • the enhancement of the Silver Line to light rail; • the construction of an east-west rail link; • the use of the Stuart Street Tunnel for additional east-west Green Line service; • the construction of highway connections to the Central artery; • the construction of a grade separation for Boardman Street; • the reconstruction of bridges to allow for the shipment of double stack freight; and • the construction of additional parking at MBTA stations. 3) The 2000-2025 Plan Update should also include a comprehensive Vision Chapter that could help frame the debate for policy-makers, showing the need to provide additional funding beyond that which is projected.
MPO Response:	1) Phase I of the Urban Ring project is included in the recommended list of projects included in the 2000-2025 Regional Transportation Plan Update and assumes 80% of the necessary funding will be provided through a congressional earmark in the § 5309 Bus Program. Phases 2 and 3 are included as an illustrative project. An illustrative project is not in the recommended plan because there is not now sufficient revenue to fund it. However, if funds become available, they may be included in a future update of the Plan. 2) The previously adopted 2000-2025 Plan only included projects that were legal commitments under environmental and legislative regulations and all regionally significant projects in the six year Transportation Improvement Program. The 2000-2025 Plan Update examined projects throughout the region. The MPO received many comments requesting projects to be included in the Transportation Plan. All of the projects recommended in your comment letter were included in the Universe of Projects that was considered during the development of the 2000-2025 Regional Transportation Plan Update. However, the Plan must be financially constrained document and many projects were not able to be included at this time. The Universe of Projects list will be used in the development of the next Plan. The Route 1A/Boardman Street Grade Separation project is included in the recommended list of projects in the Plan Update. Light rail on Washington Street is included as an illustrative project in the Plan Update. The MBTA anticipates building 9568 parking spaces along the Commuter Rail Lines as part of its parking enhancement program. This program is funded with a combination federal funds allocated to the MBTA, federal funds allocated to other RTAs for use on the commuter rail system, federally earmarked funds, MBTA funds, local funds, private funds or state bond funds. 3) Over the last year, the MPO worked on improving the policies contained in Chapter 1. The policies and goals were revised to clarify the vision for the region. They are included in Chapter 1 of the Plan Update.

BOSTON
TRANSPORTATION
DEPARTMENT

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January 4, 2000

Kevin Sullivan
EOTC Secretary and MPO Chairman
State Transportation Building
10 Park Plaza, Suite 3170
Suite 2150, MPO Certification Group
Boston, MA 02116

Dear Secretary Sullivan:

The City of Boston has reviewed the Draft Regional Transportation Plan and finds that its analysis of the region's transportation infrastructure is relatively thorough and well organized. We understand the deadlines that have led to a Recommended Plan consisting only of projects that are legal commitments, are currently programmed in the TIP, or require inclusion in the Plan to perform preliminary design work. We look forward to participating in additional planning activities that will culminate in adoption of a refined plan by June 30, 2001. We offer the following comments on the present Draft Plan.

Access Boston Plan

Concurrent with the Metropolitan Planning Organization's (MPO) Transportation Plan, the City of Boston has been working on a citywide transportation plan with a strong regional emphasis, known as *Access Boston 2000 - 2010*. The *Access Boston* plan advocates a number of transportation access principles in accord with those of the MPO's Transportation Plan, including environmental justice, improved transit access for transit-dependent and underserved populations, access to jobs, access to emerging economic centers, and enhanced intermodal connections.

The *Access Boston* planning process has also identified a number of high priority transportation projects that can benefit Boston's residents, visitors, and the regional economy. Some of these projects are discussed below. The City of Boston has articulated these principles and priorities in the MPO planning process to date, and look forward to continuing this dialogue during the preparation of the June 2001 Transportation Plan.

THOMAS M. MENINO, Mayor
Andrea J. Amato, Commissioner

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Urban Ring

A major deficiency with the Draft Plan appears to be the omission of the **Urban Ring Project** from the Recommended Plan. Our position on this public transportation project and the powerful regional benefits that will be accrued from its implementation are well documented. We believe that the project falls under the criteria for a project's inclusion in the Draft Plan by virtue of its identification in a legally binding agreement and the need to perform preliminary design work within the near future.

It is the City's understanding that, in accordance with the Administrative Consent Order between EOEA and EOTC, the MBTA is required to file an expanded ENF for the Urban Ring Project and to request a Special Project Procedure with the Mass Environmental Policy Act Unit by June 30, 2001. Three phases are proposed for the project. Phase I, scheduled to occur in the five years after completion of the MIS in the spring of this year, consists of establishment of new and improved cross-town and express bus routes and completion of environmental review and preliminary design of Bus Rapid Transit service. Phase II of the project, scheduled to occur in years 5 to 10 after completion of the MIS, consists of final design and implementation of Bus Rapid Transit service and environmental review, preliminary design, and engineering of a preferred rail alternative, to be implemented in phase III of the project.

We believe that at a minimum Phases I and II of the Urban Ring Project should be included in the Recommended Plan, since in accordance with the criteria stated in the Plan (page 117), the project is "a commitment under the Environmental Consent order and will require preliminary design work". Phase III of the Project should rightfully be included among the Future Vision Projects until such time as the preferred alternative is defined and all the environmental cost and funding implications are fully evaluated.

Future Projects

With regard to the planning and identification of future projects for the June 2001 Transportation Plan, the following are the priority areas that Boston respectfully recommends be addressed. The projects are largely informed by a comprehensive list that was developed through the city's *Access Boston* community process.

- The development of intermodal centers outside the downtown area, in Boston and elsewhere, is increasing in importance. For Boston, the enhancement of Yawkey Station, Ruggles Station, Sullivan Square, and the JFK/U Mass Station (all Urban Ring Phase 3 components) will be key. In addition, intermodal centers at Allston Landing, the South Boston Waterfront, and at Newmarket should be examined.

- Improving rapid transit service to Dorchester, South Boston, Roxbury, Mattapan and Hyde Park will significantly enhance transportation access for all of Boston's residents. Two projects address this objective and should be prioritized:

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1) The extension of the Silver Line from Dudley Square to Mattapan Square, utilizing Warren Street and Blue Hill Avenue, and
2) The upgrading of the Fairmont Line with increased frequency of service, improvements to existing stations and the addition of stations.

- Major commercial development in the South Boston Waterfront will result in significant increases in public transit demand. To address this demand, enhancement of the entire Silver Line to light rail may be required in conjunction with the construction of Phase B (NEMC to South Station).

- Effective public transportation connection between the emerging South Boston Waterfront, the Back Bay and the Fenway/Longwood area will significantly reduce traffic on Boston's streets. Accordingly, an East-West rail link needs to be explored which would include a full time commuter rail stop at Yawkey Station, "shuttle" service on commuter rail tracks between Allston Landing, Yawkey, Back Bay and South Stations; and, potentially, extension to the South Boston Waterfront.

- The congestion on the Green Line "central section" east of Kenmore Station necessitates examining the future utilization of the Stuart Street Tunnel as part of additional east-west connection alternatives.

- Highway connections that utilize the infrastructure of the completed Central Artery project and reduce regional traffic on local streets should be considered. Two projects should be advanced:
  1) The proposed "U-Turn" ramp alternative for the Turnpike, and
  2) Rutherford Avenue redesign alternatives, with a focus on Sullivan Square, as outlined in the Rutherford Avenue Transportation Study.

- Boardman Street: Heavy truck traffic related to Logan Airport's freight operations and Central Artery implementation justify continued examination of a roadway grade-separation project at Boardman Street in East Boston.

- The enhancement of the Commonwealth's railroad freight system, as authorized by the legislature, needs to be advanced. This entails the reconstruction of bridges to accommodate the shipment of double-stacked freight containers to Beacon Park. Introducing into Beacon Park the double stack capacity that is in place throughout the national railroad system is a prerequisite to the long-term future of the Port and will result in the location of more businesses in the Boston region. Further, it will reduce the price of goods available to the region's consumers, and will remove trucks from the region's roads, with its attendant air quality and roadway maintenance benefits.

- Additional parking at MBTA train stations is needed. Constraints in MBTA commuter rail parking are preventing the full benefits of rapid transit and commuter rail from being realized.

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Roadway Design

We commend the MPO for updating the Plan's *Policies* to include roadway design considerations. Policy 2, on page 5, states:

A. *Support designs, projects, and programs that encourage bicyclists, motorists, transit riders and pedestrians to share the transportation network safely, and consider and support the use of traffic calming when appropriate.*
B. *Work with state agencies and communities to support design concepts for regional and local roads that balance safety and the function and character of surrounding land uses.*

This issue is important to Boston and other communities that believe that existing roadway design guidelines are far too inflexible to address the design requirements of congested, historical, and pedestrian-intensive areas.

Vision Plan

Finally, Chapter 11, The Financial Plan, presents a sobering outlook for the region's larger scale transportation initiatives such as the Urban Ring, Telecom City, etc. Yet these, and other, projects would provide clear benefit to the MPO region and ultimately are linked to our competitiveness in the national and global economy. The June 2000 Plan should contain a comprehensive 'Vision' chapter that can help the Commonwealth's policy-makers frame the public debate for the level of transportation investment beyond maintenance of the existing system.

Thank you for the opportunity to comment on the Draft Transportation Plan.

Very truly yours,

Andrea d'Amato
Commissioner

cc: L. Paiewonsky, EOTC
G. Sheppard, MAPC
M. Amarello, MHD
R.Prince, MBTA

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Public Comments and MPO Responses from Winter 2001 Outreach

Commenter:	MetroWest Growth Management Committee (Subregion) (Page 1 of 3) (January 2001 Comment Period)
Type of Comment:	Policy Issues and Project Specific
Abstract of Letter:	1) The 2000-2025 Plan lacks a long-range vision. There is too much emphasis on the existing system and not enough discussion about future needs and priorities. There needs to be a better connection between policies, land-use, financial resources and recommended projects. Since the MPO is going to build off of this plan to adopt another plan in 2001, Chapter 1 of this plan should discuss ongoing outreach and public involvement. 2) The 2000-2025 Plan is too core-centered and does not adequately recognize the dramatic growth in jobs, housing, and transportation issues in the suburbs. While it may be necessary to "encourage economic growth where adequate transportation and other infrastructure exists," this should not be used as justification for giving a low priority to suburban transportation needs. 3) The 2000-2025 Regional Transportation Plan highlights the MetroWest/495 region as a major growth area; yet, there are few transportation resources allocated to the region. 4) The 2000-2025 Plan does not provide enough discussion of TDM and TMA programs. Examples of the work TMAs are currently accomplishing should be included in the Plan along with suggestions for how such services could be improved through local and corporate incentives and public/private collaboration.
MPO Response:	1) The previously adopted 2000-2025 Plan only included projects that were legal commitments under environmental and legislative regulations and all regionally significant projects in the six year Transportation Improvement Program. The 2000-2025 Plan Update examined projects throughout the region. The Universe of Projects for the Plan Update was expanded based on public comments received during the comment period. Over the last year, the MPO worked on improving the policies contained in Chapter 1. The policies and goals were revised to clarify the vision for the region. They are included in Chapter 1 of the Plan Update. The policies were incorporated into the project selection process. A matrix showing a project's conformity with the revised policies is provided in Appendix C of the Plan Update. 2-3) The previously adopted 2000-2025 Plan only included projects that were legal commitments under environmental and legislative regulations and all regionally significant projects in the six year Transportation Improvement Program. The 2000-2025 Plan Update examined projects throughout the region. 4) The description of the role of TMA/TDM programs in the previously adopted 2000 Plan was expanded to include some of the examples of the work being undertaken by TMAs. The possible expansion of TDM measures was considered during the development of the 2000-2025 RTP Update and is referenced in Chapter 10 of the Update.

Commenter:	MetroWest Growth Management Committee (Subregion) (Page 2 of 3) (January 2001 Comment Period)
Type of Comment:	Policy Issues and Project Specific
Abstract of Letter:	5) The 2000-2025 Plan should provide more detail about how suburban transit systems can effectively provide inter-local bus service. We suggest providing a map of the services currently being provided in the MetroWest subregion and statistics showing the growth in bus ridership. 6) The 2000-2025 Plan should encourage the funding of marketing strategies for suburban transit services. 7) The expansion of park-and-ride lots must be a priority area of focus for the Boston MPO. However, transportation planners need to collaborate with local officials to ensure that such lots do not unduly increase congestion in host communities. 8) The 2000-2025 Plan should reference the legislation that requires the MBTA to study reverse commuting options. 9) The 2000-2025 Plan should reference the recently released study of the Marlborough rail extension.
MPO Response:	5) The MPO is currently gathering data on suburban bus routes. Once that data has been collected and analyzed, it will be used to inform the discussions and decision-making. 6) The institution of a marketing program may be eligible for funding as a TMA/TDM program in the annual Transportation Improvement Program. You may wish to collaborate with providers in the MetroWest region to put together a request for TIP funding. 7) The MPO places a priority on the provision of additional access to commuter rail stations. The MBTA anticipates building 9568 parking spaces along the Commuter Rail Lines as part of its parking enhancement program. This program is funded with a combination federal funds allocated to the MBTA, federal funds allocated to other RTAs for use on the commuter rail system, federally earmarked funds, MBTA funds, local funds, private funds or state bond funds. The MPO will work with host towns in the development of these new spaces. 8) Providing reverse commute operations is a difficult issue, which requires balancing the benefits received with the costs incurred. The MBTA recently released a report documenting these difficulties and concluded that implementing improvements for reverse commuting is not feasible or advisable on a systemwide basis. However, there appear to be opportunities for a pilot program and for improved capabilities in some targeted areas with coordination with RTAs, TMAs, CARAVAN, and community-based bus services. 9) The Marlborough rail study has been approved by the MBTA. MPO review of this document, however, is still pending.

Public Comments and MPO Responses from Winter 2001 Outreach

Commenter:	MetroWest Growth Management Committee (Subregion) (Page 3 of 3) (January 2001 Comment Period)
Type of Comment:	Policy Issues and Project Specific
Abstract of Letter:	10) More emphasis on biking as a transportation or recreation alternative needs to be included in the 2000-2025 Plan. For example, it would be helpful to include a map of the proposed trails listed on page 81. Also, the discussion of Chapter 87 completely misses the point. The law was never intended to create a fully desired outside lane width for bicycles. Rather, its purpose was to require MassHighway to consider including bike and pedestrian traffic in roadway construction where feasible. 11) The 2000-2025 Plan should discuss the future plans for the Turnpike and plan for more interchange and arterial improvements to relieve congestion. 12) There should be discussion in the 2000-2025 Plan of small-scale ITS methods that might be used to reduce congestion, such as the placement of web-cams at major intersections.
MPO Response:	10) The 2000-2025 Plan Update includes a map of current and proposed bicycle facilities. The discussion of Chapter 87 was not intended to convey the idea that a fully desired outside lane width was the point, and has been rewritten to provide additional clarity. 11) As far as the MPO knows, there are no future construction plans for the Turnpike. The previously adopted 2000 Plan does allocate funds for additional lanes on a portion of Route 128. During the development of the 2000-2025 RTP Update, the MPO considered additional projects for inclusion in the Plan. 12) Until receipt of your letter, the MPO was unaware of your efforts to implement a small scale ITS project. The MPO would be very interested in receiving additional information about this issue and might consider recommending similar programs in future iterations of the Plan.

MetroWest
Growth Management Committee
14 Vernon Street, Suite 106
Framingham, MA 01701
508-620-7330 • fax 508-620-0470

January 5, 2001

Luisa Paiewonsky, MPO Executive Secretary
Transportation Plan, c/o CTPS
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116

JAN -3 2001

Dear Ms. Paiewonsky:

On behalf of the MetroWest Growth Management Committee and the Committee's Transportation Task Force, I want to thank you for the opportunity to comment on the Boston MPO's Draft Transportation Plan.

As you know, developing and implementing effective transportation policy is an important goal of the MetroWest Growth Management Committee. During the last several months the Committee has worked on a number of transportation related initiatives. The Committee organized a summit between leaders in the public and private sector to discuss and identify specific solutions to growing concerns about traffic and congestion on Route 9. We have also worked with CTPS on a subregional area study on traffic congestion in our region that will be finalized in 2001. The Committee is an active partner in an effort to establish a MetroWest Regional Transit Authority and we are currently working with our member communities and CTPS to map inter-local transit services in our region. We are also providing leadership and support to the MetroWest/495 TMA. Thus, Committee members appreciate the public outreach exhibited by the Boston MPO and CTPS in the development of this plan. Because the transportation needs of the Boston region are great and the fiscal resources available to us are limited, we believe that communication and information sharing about transportation planning and decision-making is of utmost importance. We hope that during the next phase of this process local, regional, and state leaders will continue collaborating on a transportation planning process that provides the Boston metropolitan region with a safe, efficient, and more environmentally sound transportation system.

Both the MetroWest Growth Management Committee and the Committee's Transportation Task Force have reviewed the draft plan. The Committee spent a good portion of its December Leadership Forum discussing the plan and its implications for the transportation needs of MetroWest communities. The Committee's Transportation Task Force also met in December to review the draft transportation plan. Our comments about the draft transportation plan are based on discussions at these two meetings and additional comments we have received since.

Although the document provides a comprehensive overview of the transportation challenges facing the Boston metropolitan region and the resources available for future improvements, we were struck by the lack of a long-range vision for how we plan on meeting the region's future transportation needs. Committee members commented that the draft plan placed too much emphasis on the existing system and not enough thought went into future needs and priorities. Chapter 10, the Recommended Plan, seemed to be just a list of projects. There needs to be a better connection between the policies, land use assumptions, financing strategies and transportation vision/plan in the final document. We understand that completing this plan is the first phase of what will be an ongoing discussion over the next six months about the region's long-range transportation needs and specific policies that will be enacted by the MPO

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to implement a transportation vision for the region. Therefore, we suggest that Chapter 1 discuss specific strategies for ongoing outreach and public involvement in the development of the final plan.

Both the Committee and our Transportation Task Force found that the draft plan lacked a thoughtful discussion about the transportation challenges faced by growing suburban communities and regions. The plan is Boston focused in both its tone and emphasis and, as one of our members put it, the "in and out of Boston paradigm is changing." There is little discussion of appropriate transportation alternatives for those in the suburbs that travel to other suburbs and do not commute to Boston. We recognize that because of practical constraints on resources available to the Boston MPO it may be necessary, as stated in Chapter 1 Policy 5, to "encourage economic growth where adequate transportation and other infrastructure exists." However, in reality communities pursue new growth to finance the rising cost of municipal services. Although transit oriented development is a good planning strategy, it is very expensive and the density required for transit to be cost effective is much higher than what is generally found in the suburbs. Therefore, we believe that planning for suburban transportation should not take a back seat to other MPO activities.

Employment growth projections included in the plan show continued strong job growth in MetroWest through the year 2025. The I-495 corridor is an exemplary growth region that could benefit from more comprehensive transportation planning. Officials throughout the region are grappling with the challenges of getting people to work and sustaining the region's attractiveness as a high-tech employment center. The draft plan highlights the corridor as a major growth area; however, there are few transportation resources being allocated to the region to manage the expected increase in traffic and congestion. Sound strategies should be developed now through local, regional, and state partnerships in collaboration with the private sector leading to creative, effective, reliable, and permanent alternatives to the automobile.

In general, Committee and Task Force members expressed a desire to reduce reliance on single occupancy vehicles and increase the use of alternative modes of transportation. Our goal is to reduce congestion, particularly on arterial roadways that have been most affected by the region's growth. Traffic congestion on the major east/west routes through the region (Routes 9, 20, and 30) has significantly increased leading to longer commutes and deteriorating air quality. Thus, members were disappointed that the draft plan included little discussion about practical alternatives currently being implemented in MetroWest and other suburban regions. Most troubling was the very poor presentation about Transportation Demand Management and Transportation Management Association programs in Chapter 2 of the plan. These congestion management tools are underutilized. We need a serious and sustained effort to work with employers to implement effective TDM and TMA programs and services and we believe that the Boston MPO should provide more leadership to make this happen. Examples of how employers are currently working with TMAs should be included in the final plan along with suggestions for how such services could be improved through local and corporate incentives and public/private collaboration.

The Committee is actively working with local and state officials, community representatives and business leaders to study the feasibility of establishing a Regional Transit Authority in MetroWest. We were pleased to see that under Policy 5 in Chapter 1 the Boston MPO "seek[s] strategies that improve regional circumferential mobility and connectivity." Although the plan discusses suburban bus service in Chapter 5, we believe this section should further elaborate on how suburban transit systems can effectively provide inter-local bus services. We suggest that the map prepared for the Committee by CTPS of transportation services in our region be included in the final plan to show how one of MAPC's subregions is addressing suburb-to-suburb commuting challenges. Further, we think the final plan should include numbers showing the growth in bus ridership in MetroWest.

Finally, because we continue to be frustrated with the lack of support provided for marketing and promoting suburban transit services, there must be some discussion in the final plan about the barrier this presents to officials managing local bus services. We suggest that marketing strategies be discussed and included as a component of Policy 5 in the final plan. Assuring that users and potential users are made aware of transit services and can easily obtain the basic route and schedule information they need to use the services should cost a small fraction of the cost of providing the services. The final plan should call for transit funding sources to require rather than prohibit funding informational activities.

Our members were very interested in the discussion about park and ride facilities included in Chapter 5 of the draft plan. This year, we expect to see three additional stations open on the Worcester commuter rail line in the communities of Ashland, Southborough, and Westborough. Chapter 5 of the draft plan makes clear the serious parking shortage in park and ride lots throughout the Boston MPO region. Committee members stated that the expansion of park and ride lots must be a priority area of focus for the Boston MPO. More immediate is the need for transportation planners and local officials to collaborate on strategies for addressing the additional congestion that these stations will have on these communities. To put it bluntly: **What are we going to do about the park and ride crisis**? The draft plan presents the new Woburn Industriplex as an example of good collaborative planning to provide additional parking spaces. We need a plan for this region since building a regional park and ride complex is simply not an option for the immediate future.

Chapter 5 provides brief reference to reverse commuting. For several years now the Committee has worked with its state legislative delegation to explore the feasibility of promoting "reverse commuting" on the commuter rail as yet another alternative to managing traffic congestion. Efforts are currently underway to expand rail link services to shuttle commuters between rail stations and area employment centers. One of the state's largest employers is very committed to expanding this type of shuttle service once the new MetroWest stations come on line. We understand that legislation has passed requiring the MBTA to study reverse commuting and we suggest that this should be added to this section of the plan.

Another study that needs to be included in the final plan is the recently completed analysis of the feasibility of the Framingham to Marlborough rail extension. This proposed expansion of the commuter rail system would provide service to high-growth communities and employment centers in MetroWest and along the I-495 Corridor.

The Committee and Transportation Task Force has long advocated for more effective implementation of bicycle and pedestrian transportation enhancements. As you know, the Committee published a bike map in 1996 that is very popular among area residents. Chapter 6 of the draft plan discusses bicycle and pedestrian policies. We think this section should be more encompassing and imaginative. So often we hear from residents in MetroWest: "Why don't we have more bike trails?" No significant bike trails have been constructed in the Boston MPO since the last transportation plan. More emphasis on biking as a transportation or recreation alternative needs to be included in the final plan. We think it would be helpful to include a map of proposed trails listed on page 81 of the report. Moreover, we think that the second paragraph under Road Travel on page 81 of the draft plan totally misses the point of Chapter 87 of the Acts of 1996. This Act never intended to create a fully desired outside lane width for bike use. The intent of the Act was to require the Highway Department to consider including bike and pedestrian traffic in roadway construction where feasible.

Although we will continue to advocate for expanded alternatives to single occupancy vehicle commuting, we know that the suburbs are and will continue to be automobile dependent. Interstate 495, the Mass

Turnpike and Route 128 carry the bulk of the traffic moving to and through this region. Committee members expressed concern that Chapter 4 does not mention the Turnpike's future plans. This should be addressed in the final plan. It is also apparent that interchanges at major arterial roads and I-495 are failing to support the additional traffic generated by commuters. This is both a safety and air quality issue. Interchange failure is a problem along the entire length of I-495 and should be discussed in Chapter 4. The recent opening of the I-495/Crane Meadow Road interchange will help, but other problems persist and will only get worse. We need to plan for more interchange and arterial roadway improvements to ease congestion.

We also would like to see some discussion about small-scale ITS methods that might be used to reduce congestion on arterial roadways. For example, participants at the Committee's Route 9 traffic summit discussed ways ITS, specifically web cams, could be used to provide commuters with information about congestion at major intersections on area roadways. We think this is a unique and low cost strategy that could be employed to provide information to commuters and we are looking for ways to partner with the public and private sector to implement such a program.

Again, we want to thank you for the opportunity to comment on the draft plan. We hope our comments are helpful to the Boston MPO and CTPS as you finalize the document. We look forward to working with you in the year ahead to create a real vision for transportation policy and planning for the meets the needs of all residents of the Boston MPO well into the future.

Sincerely,

David Teller
Chair, MetroWest Growth Management Committee

John Stasik / M.R.S.

John Stasik
Chair, MetroWest Transportation Task Force

John R. Schneider
Director, MetroWest Growth Management Committee

CC: Members, MetroWest Growth Management Committee
David Soule, Executive Director, MAPC
Barbara Lucas, Senior Transportation Planner, MAPC

Public Comments and MPO Responses from Winter 2001 Outreach

Commenter:	South Shore Coalition (January 2001 Comment Period)
Type of Comment:	Project Specific
Abstract of Letter:	1) The 2000-2025 Plan is missing any substantive comments on water ferries. 2) The MPO should include additional parking at existing transit stations. 3) The South Shore Coalition has continuously requested a corridor study of Route 53 that also looks at alternative modes of travel.
MPO Response:	1) The MPO is working on a water transportation study in conjunction with the Volpe Center to provide a comprehensive overview of existing and proposed services for Eastern Massachusetts. This study should help the MPO better determine and prioritize future water ferry funding and will serve to inform future work on the Transportation Plan. 2) The MPO places a priority on the provision of additional access to commuter rail stations. The MBTA anticipates building 9568 parking spaces along the Commuter Rail Lines as part of its parking enhancement program. This program is funded with a combination federal funds allocated to the MBTA, federal funds allocated to other RTAs for use on the commuter rail system, federally earmarked funds, MBTA funds, local funds, private funds or state bond funds. 3) The MPO is currently conducting a corridor study, the Route 53 Corridor Transportation Plan, which will include looking at alternative modes, such as buses and access to commuter boat, in the corridor.

South Shore Coalition

c/o MAPC, 60 Temple Place, Boston, MA 02111 617-451-2770

Mr. Terry Regan
Central Transportation Planning Staff
State Transportation Building
Ten Park Plaza, Suite 2150
Boston, MA 02116-3968

January 3, 2001

Dear Mr. Regan,

The South Shore Coalition appreciates the opportunity to comment on the Draft Transportation Plan. The content of the document and its ease of use compared to previous documents is commendable. Content wise the SSC feels some points are still missing.

The SSC has found the Draft Transportation Plan to be missing any substantive comments on water ferries. The plan mentions ferries in less than one paragraph yet the stated number of riders is 1.2 million. Presently the existing ferries in Hingham and Hull have inadequate parking, 1815 spaces in total. Proposed developments around these two ferry terminal sites and the expected increase in usage of the ferries to reach the Boston Harbor Islands, now that they are part of the National Park Service, shows the need for more service and thus more parking. The continuing growth issue and the push for the public to use public transportation continues, all with inadequate and no addressing improvements to increased ferry services and parking.

Further continuing on the issue of lack of commuter parking the SSC would like to see more planning and construction of more parking spaces and or garages at existing MBTA facilities. The issue of inadequate parking is not new. The day several of the Old Colony Line train stations opened the parking was known to be inadequate.

Presently the expansion of the Route 3 South corridor is being studied yet no work is being planned for the known bottle-neck at the Braintree split or towards finding other methods to address the parking issues at the parallel MBTA redline stations.

The last issue of concern for the South Shore Coalition relates to a requested full corridor study of Route 53 from Pembroke through Weymouth. The SSC has requested several times over the last 6 years for a study that would include:

- alternative modes of transportation such as ferries and bicycles
- a current survey of journey-to-work info

The South Shore Coalition has asked for this corridor study and instead of a corridor study the congested intersections of Route 53 get studied, redesigned and rebuilt individually rather than holistically. The redesign seems to work as a Band-Aid but development soon catches up and all the rebuilding seems to have done is move the congestion problem to the end of the redesigned/rebuilt section.

Thank you for this opportunity to submit recommendations. If there are any questions or comments, please do not hesitate to call Bill Clark, staff to the SSC at 451-2770 ext. 2052.

Sincerely,

Jay Szklut
Chairman,
South Shore Coalition

Commenter:	Conservation Law Foundation (Page 1 of 3) (January 2001 Comment Period)
Type of Comment:	Policy Issues and Project Specific
Abstract of Letter:	1) The 2000-2025 Plan fails to include the Urban Ring project as committed to by the MBTA in Central Artery Consent Decree. The Consent Decree requires the MBTA to prepare and file an Expanded ENF and proceed with design and implementation of the preliminary stages of that project. 2) The Current Conditions sections of the 2000-2025 Plan fail to provide an accurate picture of the regional transportation system and are based upon incorrect or illegitimate data. • The discussion of MBTA service has large gaps because information such as on-time performance, actual ridership, and the demographics of transit riders is unavailable. • The plan uses information developed from the National Personal Transportation Survey—a telephone survey that excludes households that do not have a phone and those where the person answering the phone does not speak English. • The plan fails to note the impacts of the Central Artery on the availability for funding other highway projects. For instance, Massachusetts ranks last in funds spent on safety projects—a type of funding where federal dollars pay for 100% of the project with no "local match" required. 3) The travel demand and land-use forecasts are highly flawed due to the fact that the regional transportation model does not provide a reactive connection with demographic and land use projections.
MPO Response:	1) Phase I of the Urban Ring project is included in the recommended list of projects included in the 2000-2025 Regional Transportation Plan Update and assumes 80% of the necessary funding will be provided through a congressional earmark in the § 5309 Bus Program. Phases 2 and 3 are included as an illustrative project. An illustrative project is not in the recommended plan because there is not now sufficient revenue to fund it. However, if funds become available, they may be included in a future update of the Plan. The ENF and MIS for the Urban Ring were submitted in July 2001. 2) The transit data contained in the plan was obtained from accepted data collection methods that meet or exceed all federal requirements. Nevertheless, the MPO is committed to providing additional data and is examining additional ways that such collection might occur. The MPO travel demand model does not use information from the National Personal Transportation Survey. Chapter 10 of the previously adopted 2000 Plan provides information on the impact of the Central Artery project. The MPO has not reviewed the safety data referenced in your letter and therefore cannot comment on it. Also, it should be noted that STP/Safety funds are reimbursed at an 80% federal contribution level and do require a local match of 20%. 3) The MPO agrees that additional model development work needs to be done to provide an interaction between transportation and land-use. That is exactly the point of the final paragraph of text on Chapter 9 in the previously adopted 2000 Plan. Nonetheless, the MPO believes that the current travel demand model is a valuable planning tool. The MPO is currently considering a work scope that would make additional improvements to the travel demand model.

Public Comments and MPO Responses from Winter 2001 Outreach

Commenter:	Conservation Law Foundation (Page 2 of 3) (January 2001 Comment Period)
Type of Comment:	Policy Issues and Project Specific
Abstract of Letter:	4) The Environmental Justice chapter in the 2000-2025 Plan is a token effort. It merely reiterates federal law, compiles lists of meetings, presents maps and charts of varying degrees of value and states, in a well drafted final paragraph, a host of interesting issues which have yet to be addressed by the MPO and its staff. Additionally, the problems cited earlier concerning the reliability of MBTA data have impacts in this chapter as well. 5) The Freight chapter in the 2000-2025 Plan is surprisingly thin and has a fatalistic tone that seems to abandon the cause of rail freight. The MPO has an obligation to maintain and fight for this vital infrastructure. The MPO should ensure that the Turnpike Authority/Harvard development does not reduce the effectiveness of Beacon Yards and should take an active role in planning and financing double stack freight service. 6) The intentions of the MPO and its staff regarding public outreach are certainly laudable. Unfortunately, the execution has fallen well short of the mark. • The 2000-2025 Plan was originally supposed to be released in stages, but this was not done. • The 2000-2025 Plan phone line was never made operational and all references to it were removed from the MPO web page. • The PDF file of the 2000-2025 Plan is extremely large, making it difficult to access from older computers including those found in many public libraries.
MPO Response:	4) The environmental justice measures contained in the previously adopted 2000-2025 Regional Transportation Plan, which were intended to be a beginning step in an ongoing process, included separate information on the access to the bus system and the rapid transit system, as well as a comparison of performance measures across mode. In the short-term, the previously adopted 2000 Plan was adjusted to provide separate graphic depictions of bus and transit access and was reformatted to clearly distinguish load factors from crowd factors. During the development of the 2000-2025 Plan Update, the MPO developed, with the assistance of the Environmental Justice Ad Hoc Committee, additional measures including a measure of on-time performance. The MPO is committed to an ongoing analysis of environmental justice issues including an analysis of financial investments and, if possible, an analysis of areas where transit service is lacking. 5) The MPO does not agree with your reading of the freight chapter in the previously adopted 2000 Plan. The chapter does not abandon the needs of rail freight. On the contrary, it specifically discusses the strategic importance of implementing the double stack bridge program and providing greater access to Beacon Yards. 6) Your first two points of contention are incorrect. The previously adopted 2000 Plan was released as originally promised. The first stage was the release of the existing conditions sections for public review in March. The 2000 Plan phone line was operational and was throughout most of the Plan development. It is also listed on the MPO web site. Your comment about the size of the PDF file is well taken and the MPO will provide future iterations in a more easily downloadable format.

Commenter:	Conservation Law Foundation (Page 3 of 3) (January 2001 Comment Period)
Type of Comment:	Policy Issues and Project Specific
Abstract of Letter:	7) We are quite concerned with the unusual circumstances under which the Conformity Determination is being made. On the one hand, the community is being told that this draft of the plan will undergo wholesale revision during the coming months and be readopted in the summer. On the other hand, this same draft is being presented to federal authorities as the legally binding 25–year Regional Transportation Plan. While we are not now planning any litigation over this issue, we wish to register our concerns and objections and are carefully considering what steps, if any, we should take with regard to this very unusual process.
MPO Response:	7) The MPO has never stated that the previously adopted 2000 Plan delivered to the federal government in January 2001 was a draft that would undergo wholesale revisions. Rather, the previously adopted 2000 Plan, when final, was an officially endorsed 25-year transportation plan that complied with all requirements of federal law, including those relating to conformity determinations. Having said that, the MPO committed itself to adopting a new plan in 2002 that builds off of the work done for the previously adopted 2000 Plan, but which is different from the previously adopted 2000 Plan. Federal regulations require all MPOs to adopt new RTPs at least once every three years. Our commitment to a Plan Update merely advances that schedule for this planning cycle. The 2000-2025 RTP Update, like its predecessor, will comply with all federal requirements including the issuance of a new conformity determination.

CLF Conservation Law Foundation

January 5, 2001

Mr. Terry Regan
Central Transportation Planning Staff
10 Park Plaza, Room # 2150
Boston, MA 02116

JAN -5 2001

Re: Boston MPO Transportation Plan 2000-2025 Draft

Dear Mr. Regan:

The Conservation Law Foundation (CLF) is pleased to offer the following comments on the first draft of the long-range transportation plan (the "Plan") for the Boston MPO and asks CTPS, as staff of the MPO, to please provide copies of this letter to all the voting and non-voting members of the MPO.

It goes without saying that, even for a draft, this document is notably preliminary and incomplete in its analysis and planning regarding key transportation and land use decisions facing eastern Massachusetts. We look forward to seeing, and commenting on, the next draft that will result from the ongoing work detailed in Chapter 14 of the current draft. We trust that, given the importance of this document and process, the Plan will not be finalized without another draft being offered for public review and comment.

The List of Projects in Appendix A: The Heart of the Plan

Clearly the reason that most people take an interest in long range transportation plans for metropolitan areas is the central role such plans play in determining what projects are and are not eligible for federal transportation funding. Of course the Plan also serves an important general planning function, but it is this critical fiscal role that is the reason that the Plan is prepared in the first place. This reality means that the most important element of the Plan is Appendix A- where projects "included" in the Plan are formally listed.

CLF's most immediate concern about that list is the somewhat arbitrary way that it deals with projects that are required by Central Artery Tunnel (CA/T) Project mitigation requirements. Many of those mitigation obligations are spelled out in Appendix A: restoration of the Arborway Green Line Service, completion of the "Silver Line" bus service (although Appendix A mistakenly refers to Section B of that Service as Section C and vice versa), extension of the Green Line to Medford Hillside and extension of the Blue Line to the Red Line at Charles Street. But other mitigation obligations are omitted and need to be added. Most notably, the obligations to move forward with the Urban Ring project as required in the September 1, 2000 Administrative Consent Order (ACO) between EOTC and the Department of Environmental Protection (DEP) need to be clearly articulated in the Plan, and particularly in the Appendix A list of projects.

The ACO requires that the MBTA prepare and file an Expanded ENF for the Urban Ring project and proceed with design and implementation of the preliminary stages of that project. The full

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obligations of EOTC and its constituent agencies under the ACO should be clearly spelled out in the Plan, and in particular in Appendix A. Recently, the Executive Office of Environmental Affairs filed a comment on the MBTA's 2001-2006 Capital Improvement Plan which addressed some of these same issues. A copy of that letter is attached.

Indeed, the Major Investment Study for the Urban Ring should be completed before the next draft of the Plan is produced, which will allow that next draft to be more specific about the inclusion of specific Urban Ring project elements. The MIS and subsequent ENF will detail a phasing strategy for the Urban Ring and it is critical that the next draft of the Plan specifically incorporate commitments to implementation of first phase activities and design and implementation of phase two project elements.

Data Gaps and the Cloudy "Current Conditions" Picture

Many pages of the Plan are devoted to a description of the "current conditions" of transportation infrastructure and systems around the Boston metropolitan area. A reader unfamiliar with those conditions and learning about them for the first time from the Plan would find themselves learning about a place that those of us who use the MBTA system currently might not recognize. The Plan describes a Boston area where the Green Line has use of the new Type 8 Breda trollies, one in which the trains and buses strictly adhere to their schedules.

The insulation of the "current conditions" report from actual facts on the ground renders this section of the Plan inaccurate. The fact that the Type 8 trollies are not in revenue service should be disclosed, as should the difficulties that the MBTA has had in reintroducing three car Green Line trains. The information on scheduled headways should be accompanied by actual data on the extent to which MBTA trains and buses actually meet these targets. Similarly, information on passenger capacities should be supplemented with actual ridership numbers and up to date demographic data on riders. The fact that such data simply does not exist, that there is no actual information available on actual headways, on time performance, actual ridership and actual demographics of transit riders is a startling reality that should be clearly expressed in the Plan.

The MBTA currently estimates bus ridership from revenue receipts and relies on dated "snapshot" surveys of rush hour usage to estimate ridership on its rail system. CTPS and MBTA staff have been quite candid about the need for better data about the size and nature of transit ridership in public meetings- there concerns should be presented in the Plan along with a program for filling these data gaps so we all have the information we need to truly plan for the future.

Any transportation planning schemes incorporated into the final Plan should not make use of projections, statements or estimates of mode splits and ridership developed through use of the deeply flawed National Personal Transportation Survey- a telephone survey that explicitly excludes any households which do not have a telephone and households where the person answering the telephone does not speak English. If the Environmental Justice principles recited in the Plan are to have any meaning, then we should move beyond deeply biased and flawed data sources like NPTS.

Another serious flaw in the "Current Conditions" section of the Plan is the failure to address the missed opportunities for federal support of street, road, bridge and highway safety programs which have marked Massachusetts transportation planning and spending during the last decade. A truly

accurate "Current Conditions" report would acknowledge the effect that overwhelming use of federal transportation funds have had on the ability of Massachusetts (and the Boston MPO) to access other categories of federal transportation monies. An interesting example of this problem can be seen in the long running shortfall in Massachusetts use of federal dollars for highway, road and pedestrian safety projects- a type of funding where federal funds pay for 100% of the project with no "local match" required.

A report released in March 2000 by the Surface Transportation Policy Project entitled "Changing Direction: Federal Transportation Spending in the 1990s" showed that Massachusetts spent less per capita on safety projects during the 1990's than any other state or territory in the U.S., spending 48 cents per capita on safety programs during the last decade. Only New Hampshire joined Massachusetts in the "less-than-a-dollar" club, but even then did two-thirds better -- at 80 cents per capita. By way of comparison, during this same period, Vermont led the nation with $15.17 per capita, Connecticut weighed in at an annual average of $8.99 and even Arkansas managed to spend $1.10. As can be seen from the chart from that report reprinted below, as recently as 1999 the Commonwealth received 0.16% of all federal safety funds. According to the 1999 estimates of the U.S. Census Bureau (available at http://quickfacts.census.gov/qfd/) the Commonwealth was home to 6,175,169 of the 272,690,813 residents of the U.S., roughly 2.26% of the population of the nation. It is difficult to argue that 0.16% is our fair share of these safety funds. The entire STPP report, including detailed data on Massachusetts and other states can be found at www.transact.org.

Safety Projects		
Funds spent on facilities or programs which enhance and improve the safety of travelers		
YEAR	Dollar Amount	Percentage of Total
1990	$2,411,271.07	0.61%
1991	$2,739,465.90	0.53%
1992	$5,912,312.01	0.94%
1993	$5,025,175.81	0.95%
1994	$9,996,529.07	1.20%
1995	$468,428.40	0.09%
1996	$2,616,291.13	0.44%
1997	$0.00	0.00%
1998	$4,350,071.85	0.80%
1999	$1,123,889.00	0.16%
Average	$3,464,343.42	0.59%

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The Plan needs openly acknowledge continuing impact that Central Artery Project spending (which will continue after the completion of the project) on the ability of the Commonwealth to draw on other types of federal transportation funds, including safety funds. The Boston MPO should move to emphasize efforts, like safety projects, that will have immediate positive impacts on local communities and can be fully funded with carefully allocated federal funds.

Flaws in the Model: the Failure to Integrate Land Use Patterns and Transportation Planning

One of the key changes in federal transportation law in recent years has been the recognition that planning agencies (like MPOs) which are de facto administering federal transportation funds need to deal with the intense cross-connections between land use planning and transportation planning. Other states have met this challenge by updating their models to address this interrelation. A recent publication of the National Governors Association entitled "In the Fast Lane: Delivering More Transportation Choices to Break Gridlock" (2000), the second in the "Where do we Grow from here?" series of reports, details at page 25 the model developed by the Oregon Department of Transportation to "examine state transportation choices and the land-use and economic impacts of such decisions." Using this model the State of Oregon is able to "plan and forecast the effect of different land-use patterns on state transportation systems and the effect of different transportation systems on land-use patterns."

The continuing failure to not make use of such a reactive model here in the Boston metropolitan area is more and more of a glaring shortfall- particularly when you consider that our region is home to many of the consulting companies that develop and operate such models and many of these companies already do business with the Commonwealth. The next draft of the Plan should be based on land use modeling which accurately reflects the interactive relationship between transportation investment decisions and land use, in order to support a planning goal of spending Massachusetts' transportation dollars in a manner which reinforces state land use planning goals such as those embodied in Executive Order 385.

The multiple MAPC developed "future scenarios" presented in Chapter 2 of the Plan can be seen as a very basic attempt at better land use forecasting. The fact that even these scenarios are modeled on a "one way" basis with no attempt to show the interactive relationship between changes in land use and changes in transportation systems and infrastructure is of course the largest flaw that needs to be addressed as the planning process continues. Moreover, it is far from clear how (if at all) these different scenarios were integrated into the modeling that was used to evaluate proposed projects.

Environmental Justice: Will it ever be more than a catchphrase and a reason for meetings?

CLF is especially disturbed about the thin and token nature of Chapter 12 on Environmental Justice. It is laudable to include such a chapter in the Plan at all and we salute the good intentions of those who commissioned and put this chapter together. But the honest truth is that Chapter 12 simply reiterates long-standing and legally-binding federal law, compiles lists of meetings, presents maps and charts of varying degrees of value and states, in a well drafted final paragraph, a host of interesting issues related to Environmental Justice which have yet to be addressed by the MPO and its staff.

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As other commenters have noted, the map in Chapter 12 showing "MBTA Bus and Transit Service" overlain over Census tracts broken down by race/ethnicity and income are particularly depressing as they represent a colorful and costly demonstration of a fact that was not in dispute: there are bus routes running through the low income communities of the Commonwealth and the communities containing many people of color.

Additionally, the data gaps discussed above have a real impact in this Chapter as well. The lack of data on actual headways, the highly questionable sources of the information used to generate the "load factors" table and the general lack of demographic data on MBTA ridership is particularly glaring. The most informative and reliable table, Table 12-4 "Average Age and Comfort of MBTA Vehicles", has interesting information about the age and level of air conditioning on MBTA buses but suffers from the odd defect of lacking the ages of the Green and Red line vehicles- publicly available information.

Paying the Freight: Recognizing the importance of Freight Rail to our economy and environment

The chapter of the Plan concerning freight transportation (Chapter 8) is surprisingly thin. While it states various problems that could damage both the regional economy and environment, this chapter offers no solutions or projects to address these concerns.

The tone of fatalistic resignation that permeates Chapter 8 about the continued decline of freight rail and the ascendancy of trucks in freight shipping in the region is truly alarming. The observations in Chapter 8 about freight rail lead to the inescapable conclusion that we need to greatly enhance freight rail access and facilities in the region.

The MPO has an obligation to maintain and fight for this vital economic infrastructure which, if enhanced, could provide jobs and tax revenue while reducing dangerous truck traffic on our roads and enhancing the regional environment. The MPO needs to ensure that the Turnpike Authority/Harvard redevelopment around the Beacon Yards does not reduce the effectiveness of that vital facility or prevent needed future expansion. Additionally, the MPO should take an active role in planning, financing and pushing forward double stack freight rail service and freight rail service to Conley Terminal.

Enhancing Outreach

The intentions of the MPO and its staff regarding the need for wide public outreach about the Plan are certainly laudable. The execution of this outreach has, however, fallen far short of the mark. The initially stated plan of releasing draft chapters of the Plan in stages was a good one, but never came to fruition. Similarly, a special telephone number for Plan comments was announced a year ago, never placed into service and eventually vanished from the CTPS website and materials about the Plan. The draft Plan is available on the internet only as one very large PDF file, effectively preventing any person with an older computer with smaller memory (like the ones found at many public libraries) from accessing the draft Plan by that method. These are all small problems, but they add up and effectively limit public access and input into the Plan.

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As the new draft is prepared during the early months of 2001, it is essential that draft chapters be released and subject to review under a more interactive public participation process, long before the formal public comment period on the complete draft gets underway. CLF looks forward to participating in that process.

The Cloud Over the Conformity Determination

Finally, based on CLF's long experience litigating issues surrounding the conformity of transportation plans and TIPs with Clean Air Act implementation plans, we must note our concern over the very unusual and questionable circumstances under which the conformity determination concerning this Plan is being made. On the one hand, the community is being told that the draft now before us will see wholesale revision and re-promulgation during the coming year. On the other hand, this same draft is being presented to the federal authorities as the legally binding plan for the Boston metropolitan area for the next 25 years for the purposes of a conformity determination. While the reasons for taking these unusual steps are clear (the delay caused by the question of CA/T financing, the need to have a conformity determination in place), that does not make the decision to take this path appropriate as a matter of law and policy. While CLF does not presently plan any litigation over this question, we wish to register our concerns and objections and will carefully consider what, if any, steps we should take with regard to this very unusual process.

Very truly yours,

Seth L. Kaplan
Staff Attorney

Stephanie Pollack (SK)
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Public Comments and MPO Responses from Winter 2001 Outreach

Commenter:	Senator David Magnani (January 2001 Comment Period)
Type of Comment:	Policy Issues
Abstract of Letter:	1) Suggestions made in the MBTA "Reverse Commuting Study" should be implemented, particularly those that address transportation issues in the Interstate 495 corridor. The inter-district bus program should be expanded. Maintenance funding should focus on redesigning and improving the intersections and roadway segments that contribute to roadway traffic congestion.
MPO Response:	1) Providing reverse commute operations is a difficult issue, which requires balancing the benefits received with the costs incurred. The MBTA recently released a report documenting these difficulties and concluded that implementing improvements for reverse commuting is not feasible or advisable on a systemwide basis. However, there appear to be opportunities for a pilot program and for improved capabilities in some targeted areas with coordination with RTAs, TMAs, CARAVAN, and community-based bus services. Most inter-district bus services do not meet requirements for being considered regionally significant, and therefore do not typically appear in the Plan. Decisions on the use of maintenance funds are made as part of the Transportation Improvement Program. Intersection improvements are only one of several competing uses for maintenance funds.

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January 5, 2001

Luisa Paiewonsky, MPO Executive Secretary
Transportation Plan, c/o CTPS
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116

Dear Ms. Paiewonsky,

I would like to thank you for the opportunity to comment on the Boston Metropolitan Planning Organization (MPO) Transportation Plan 2000 - 2025. As your introduction suggests, there are a number of items for analyses and implementation plans. Representing the Middlesex, Norfolk and Worcester district, there are a few select issues that I feel need specific attention.

Reverse Commuting Study - The MPO's 'Trends Extended' scenario projects significant development particularly along Rt. 495. Such development, coupled with the demographic shift of jobs from the urban Boston region to the outer suburbs, supports implementing the "Reverse Commuting Study" now being finalized by the MBTA. This study is being done at the request of legislation I filed and was subsequently passed last year. As the co-founder of the I-495 technology corridor initiative, I have intimate knowledge of how crucial the Reverse Commuting Study is to this area. Non-resident commuting into the Rt. 495 region is expected to rise from 160,000 in 1990 to 350,000 in 2020. Location, maintenance, and expansion of Park and Ride lots near commuter rail lines to increase commuting options and capacity are also essential. Creative planning for commuter rail schedules and coordination with interdistrict busing and through employer for van pools and can be employed in the reverse commute plan, directed and coordinated by our regional transportation agencies.

Interdistrict Busing – The interdistrict bus system provides the final link between home, work and public transportation in the suburbs. Interdistrict busing can be utilized to implement the reverse commuting service potential at commuter rail stops. This important link in the public transportation chain can also serve in towns without other public transportation options, reducing roadway congestion and fueling the 'next' economy. Expanding the interdistrict bus programs in congested areas, such as Rt. 109

in Medway, Rt. 140 in Franklin, and Rt. 16 in Holliston, will ease this congestion and mitigate the increases projected for the region. Creative approaches, such as subsidized bus service with private carriers, and van pools by local employers can help meet the ridership needs of the public without adding to roadway traffic with the lone commuter.

Roadways – Another important issue in my district is roadway maintenance. Maintenance funding should focus on redesigning and improving the intersections and roadway segments that contribute to roadway traffic congestion, again along Routes 109, 16 and 135 and 140. In this view, I applaud the MPO recommendation to fund the relocation of Rt. 140 in Franklin. Expanding parking is also important in communities such as Franklin and Framingham. With parking lot utilization at 100% the indication is that more people would use public transportation if the parking became available.

In each of these items, it is important to note that sufficient funding will be needed to achieve these goals. Again, I would like to thank you for allowing me the opportunity to comment on the Boston MPO Transportation Plan. Together, I believe we can achieve our goals of providing the most efficient transportation services available to the communities that need it most. If I can be of any further assistance, please do not hesitate to contact me.

Sincerely,

David P. Magnani

David P. Magnani
State Senator
DPM/nc

Public Comments and MPO Responses from Winter 2001 Outreach

Commenter:	Shirley Kressel, Alliance of Boston Neighborhoods (Page 1 of 3) (January 2001 Comment Period)
Type of Comment:	Policy Issues
Abstract of Letter:	1) The MPO needs to do more effective outreach. It should get a copy of the transcripts from the MBTA fare increase hearings to better understand complaints about transit service. It should also add the names of all those who attended those meetings to its mailing list. 2) The MPO convened an SSC meeting on Dec. 27, 2000. How will subsequent comments be reviewed? 3) Recommend restructuring the policies listed in Chapter 1 in the 2000-2025 Plan to better define the quality of life desired for the region. Our proposed list of policies is: • Public Involvement • Environmental Justice and resource allocation equity • Environmental sustainability • Integration of transportation and land use policies • Providing transportation options and integrating modes 4) We think that the policies above will support economic vitality in an equitable way and that Draft Policy 1 needs to be listed. 5) We disagree with Draft Policy 7 in the 2000-2025 Plan – "Emphasize maintenance and modernization of existing system in efficient state of repair." 6) We do not think that "ensuring safety and security" is a policy in and of itself and that it is inherently included in all the other policies. 7) The 2000-2025 Plan needs to recognize the critical need to vastly expand the public transit system to support the kind of city and regional growth that is occurring.
MPO Response:	1) The MPO believes that it has made substantive efforts at increasing its public outreach but agrees that it needs to do more. The MPO will request a set of comments from the MBTA so that the staff and MPO representatives can better understand current complaints about transit service. The MPO publishes a monthly newsletter, TransReport, which serves to keep interested citizens up to date on transportation issues in the Boston region. The MPO actively seeks to expand the mailing list and routinely adds the names of anyone who attends an MPO sponsored meeting. The MPO's public involvement program has recently been revised. 2) The Dec. 27, 2000, meeting was to review comments to date on the previously adopted 2000-2025 Plan. A subsequent meeting to consider all comments was held on January 9, 2001. Copies of all correspondence regarding the Plan are made available to MPO members. Summaries of all comments, both written and heard at public meetings are distributed to MPO members. 3-6)) Over the last year, the MPO worked on improving the policies contained in Chapter 1. The policies and goals were revised to clarify the vision for the region. They are included in Chapter 1 of the Plan Update. The MPO sought active public involvement in the refinement of the policies. 7) The MPO strongly supports the concept of allocating a majority of its future capital funding to the maintenance and preservation of the existing system before it considers expansion projects.

Public Comments and MPO Responses from Winter 2001 Outreach

Commenter:	Shirley Kressel, Alliance of Boston Neighborhoods (Page 2 of 3) (January 2001 Comment Period)
Type of Comment:	Policy Issues
Abstract of Letter:	8) Transit oriented development is not just near transit but should be dependent upon transit. Telecom City should not be considered a TOD type development. 9) The 2000-2025 Plan should be based on the new 2000 census data, even if it requires a delay in finalization. 10) The description of the Silver Line as Bus Rapid Transit is erroneous and will not meet the federal definition of BRT. 11) The growing parking capacity of the urban core must become a central focus of the MPO and should look at a parking freeze. 12) The final plan should examine transit shortfalls or constraints. 13) Table 10-1 in the 2000-2025 Plan should have two more columns- one showing total project cost and the other showing how much new capacity the project would add. 14) The Silver Line, Phase 3 (tunnel from NEMC to South Station) should be rethought and a connection to the Green Line should be explored.
MPO Response:	8) The reference to Telecom City as a TOD was deleted in the 2000-2025 RTP Update. 9) The MPO incorporates new Census data into its analysis as soon as it is feasible, but data from the 2000 U.S. Census is not available yet in the detail needed for proper model analysis for the Plan Update. 10) There are different variants to Bus Rapid Transit (BRT) systems. The Silver Line has characteristics that are associated with BRT. The FTA has supported the concept of the Silver Line as a BRT pilot program and the MPO believes that it does meet the federal definition. 11) The MPO has supported the expansion of parking lots in suburban locations to increase the parking availability for suburban transit and access to the Urban Core. The restriction of private development of parking spaces in the Urban Core is an issue that the MPO is still reviewing. 12) The MPO is working to better analyze any potential shortfalls. The staff is working on better ways to constrain the model results for commuter parking. 13) New capacity would have to be determined in a project-level analysis rather than in a regional level analysis that is provided for the Plan. 14) A New Starts application has been submitted for the Silver Line, Phase 3 and is currently under review by the Federal Transit Administration.

Public Comments and MPO Responses from Winter 2001 Outreach

Commenter:	Shirley Kressel, Alliance of Boston Neighborhoods (Page 3 of 3) (January 2001 Comment Period)
Type of Comment:	Policy Issues
Abstract of Letter:	15) We reject the strategy of "public private partnerships"- public transit must remain a public service- environmental justice depends on that. 16) Why are the local assessments set back to year 2000 levels? Explain PAYGO and New Start funding. 17) Environmental Justice should be incorporated throughout the entire document. 18) Air Quality should be measured in specific neighborhoods.
MPO Response:	15) The MBTA and the MPO support public-private parternships as a way to leverage taxpayer monies. The MPO believes that the investments must only be done if they serve the best interest of the public. 16) Local assessment rates were set as part of the MBTA forward funding legislation passed in 1999. With PAYGO, the MBTA will move from a reliance on long-term capital bonding and move to a system of paying for capital projects out of available revenues. "New Start" is a federal FTA program that funds new transit programs with dedicated funding. The legislature made the decision to allocate one cent of the sales tax. The financial chapter in the 2000-2025 Transportation Plan Update has been written to provide a better explanation of these terms. 17) The information on environmental justice was incorporated throughout the entire document in the Plan Update. 18) The MPO will work with the Environmental Justice Committee to better identify measures needed to quantify air quality concerns on a sub-community level.

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Subject: ABN comments, draft MPO Regional Transportation Plan 2000-2025

Alliance of Boston Neighborhoods

Aberdeen & Reservoir Civic Association Σ Allston Civic Association
Bay Village Neighborhood Association, Inc. Σ Campaign to Protect Chinatown
Chester Square Neighborhood Association Σ Claremont Neighborhood Association, Inc.
Community Alliance of Mission Hill Σ Cosmopolitan Neighborhood Association
Ellis Neighborhood Association, Inc. Σ Fenway Civic Association
Heath Street Neighbors Σ Hyde Park Neighborhood Association
Jamaica Plain Neighborhood Council Σ Jeffries Point Neighborhood Association
Jones Hill Civic Association Σ Leather District Neighborhood Association
Neighborhood Association of the Back Bay, Inc.
North End/Waterfront Residents Association Σ Pilot Block Neighborhood Association
Prudential Center Residents Association Σ Roxbury Neighborhood Council
Seaport Alliance for a Neighborhood Design Σ St. Botolph Citizen's Committee, Inc.
Union Park Neighborhood Association Σ Worcester Square Area Neighborhood Association

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Via e-mail transportationplan@ctps.org

January 5, 2000

Re: Comment on Boston MPO Transportation Plan 2000-2025

To the reviewers:

The Alliance of Boston Neighborhoods is an association of community civic organizations, formed to promote genuine public process and to participate in decision-making on issues of city-wide importance. We submit the following comments on the Draft Transportation Plan for the Boston Region 2000-2025.

Chapter 1 Process and Policies

The Draft speaks of a "public involvement program that went beyond traditional measures" to

assess the effect of proposed transportation policies on under-served populations. However, attendance at both the environmental justice sessions and the general public meetings was quite low. The public meeting at the Boston Public Library on December 5, 2000 was attended by a handful of people, well outnumbered by staff. It was scheduled at the same time as the MBTA Capital Investment Program public meeting, and with insufficient public notification. The environmental justice forum at the Boston Public Library was also very poorly attended. Sign-in sheets for public meetings, as well as written and verbal comments to date, should be presented by the MPO together with the Plan submittal. The MPO needs to do more effective outreach, with information not only about meeting dates but about the role of this Plan in obtaining Federal funding and the core importance of equity in the Federal requirements.

By contrast, the hearings on the MBTA fare increases, which I attended, drew hundreds of participants, who commented extensively on service needs. Absent such broad-based attendance at their own hearings, the MPO should obtain transcripts of the fare hearings, and include them in the comment record for this round. They contain ample information about fairness in allocating costs and benefits. The sign-in sheets and comment letters for those hearings should be used to expand the MPO mailing list for meeting announcements. I attach the Alliance comment letter submitted at those hearings.

The Draft also does not yet respond to previous public input, notably the Recertification comment letter submitted by Alternatives for Community and Environment.

The MPO convened a sub-signatory meeting on December 27 to review public comments. Since the comment deadline is January 5, how will public comments submitted after December 27 be considered?

Guiding Principles and Strategies for Plan 2000:
The Draft says, "Sprawling development is wasteful of limited infrastructure dollars and detrimental to the quality of life which is an essential component of our economic competitiveness." It is a reversal of the proper order of principles to define quality of life as a means to economic competitiveness. Quality of life should be the goal, and economic activity the means. The economy must serve the society, and not the other way around. This is not a mere semantic quibble, but invokes the essential foundation for the Plan. As the Draft Plan stands, economics take priority over quality of life equitably distributed--i.e., environmental justice.

The document goes on, "Consequently, this Plan attempts to be generally consistent with the adopted land use plan for the Boston region." Currently, municipal plans are causing sprawling development, not reigning it in. The MPO must work proactively to shape land use plans, as well as transportation plans, in order to change current development patterns, not accommodate them.

We recommend restructuring the proposed Policies as follows:

• Policy 1 (Draft Policy 8)
Public involvement is key in all transportation planning. Transportation is not a remote, academic area of planning; it affects every person's life, every day. People have very specific needs, and constant communication is essential to assure that the system is responsive and supportive to all aspects of the region's activity. Indeed, it is impossible to make good policies without meaningful public involvement. The MPO will arrive at a legitimate Plan only if this policy is the basis for planning.

• Policy 1 (Draft Policy 6)
Environmental justice and resource allocation equity should be the first substantive priority, to ensure that transportation system benefits and burdens are shared equitably. Mobility is essential to all aspects of life: work, education and training, child care, health care, civic life,

recreation, access to goods and services. Inequities in transportation fundamentally curtail other opportunities for individual, family and community well-being. This is why the Federal requirement for environmental justice is so appropriate and so vital. It is well known that low-income and minority communities have been short-changed on transportation benefits.. They have also been forced to bear the "externalized costs" incurred by more privileged communities. These include environmental pollution, occupation of neighborhood land for uses (e.g., parking garages) benefiting others, and subordination of urban transit to suburban investments when budgets are constrained.

• Policy 2 (Draft Policy 4)
Environmental sustainability is co-equal to social equity, and indeed is integrally related. A system where every beneficiary of transportation must actually bear the environmental burdens will be most likely be designed to minimize those burdens, which are currently shunted to others. The environmental sustainability criterion encompasses not only direct pollution impacts, but the many other impacts of poor transportation and development planning on open space preservation, energy efficiency, aquifer, habitat and biodiversity protection, etc.

• Policy 3 (Draft Policy 9)
Integration of transportation and land use policies are essential for more efficient use of transportation resources, and more synergistic and compact use of land, promoting environmental sustainability. The MPO must both "target transportation investments to areas identified in local and regional plans as suitable for concentrated development," and also work with local governments to plan land use considering transportation options. The action items listed are good ones toward this goal.

• Policy 4 (Draft Policies 3 and 5)
Providing transportation options and integrating modes, for both people and freight, comprise a related set of concerns.

Draft Policy 1 Support the economic vitality of the Boston region...
If the above four policies are carried out, the transportation system will support economic vitality in an equitable way. A specific policy that puts priority on projects and areas of highest economic "competitiveness" and "productivity," on projects that "improve services in and to centers of economic activity," will tend to funnel resources to areas that are already privileged and well represented politically. The desirable action items listed in this policy can be re-categorized in policies 2-4 above.

Draft Policy 7 Emphasize maintenance and modernization of existing system in efficient state of repair...rather than building new infrastructure....
We disagree with this policy. We strongly object to the MPO's intent to "prioritize projects [that] maintain and improve existing infrastructure rather than projects that build new infrastructure." This is a "backward looking" policy to which "forward funding" has been calibrated, and it dooms the transit system on which sustainable urban development depends to a status quo without progress.

Obviously, the system requires maintenance and periodic upgrades, but this is a long-term plan, and such an item seems self-evident and routine. Maintenance of services in a sufficient state of repair is not an item that merits a position in a policy statement—unless it is intended to lower public expectations. We need a Plan that recognizes the critical need to vastly expand the public transit system to support the kind of city and regional growth that is occurring, expected and desired..

Draft Policy 2 Ensuring safety and security of transportation system users is not in itself a "policy" for a long-term plan. It is self-evident that safety is an integral consideration for

any public service, and should be part of every policy above.

Chapter 2 Physical and Environmental Conditions:

Concentrated Development Centers:

Transit-Oriented Development must be defined not only as near mass transit, but dependent on mass transit. That is, a high-density development near a train station which still builds a parking garage is transit-adjacent, but not transit-oriented. The city of Boston is filling with TOD's which include huge garages, and Telecom City, cited as an example of a TOD, is actually a vast sprawling low-density suburban-style industrial park, without a jobs/housing balance, without a mixed-use walkable urban fabric, with huge parking facilities, and with very little orientation to the Orange Line near-by.

Demographics of the Region:

Since the 10-year census was just completed, the 25-year plan should be based on new census data, even if it requires a delay in finalization.

Chapter 5 Transit System:

Silver Line:

The description of the Silver Line as a Bus Rapid Transit system is erroneous, as the bus will not meet Federal definitions of BRT. This is merely a bus route, regardless of euphemistic names implying that it is part of the rapid transit system. The tunnel connecting this bus to the South Boston waterfront will cost over $700 million, and is a distant and uncertain prospect. I believe a clean (non-diesel) dual-mode vehicle for Transitway use from South Station to the World Trade Center has not yet been identified. The capacity and efficiency of this Silver Line are expected to be grossly insufficient for transit needs to the developing waterfront, and those developers are planning to meet their needs with fleets of private (diesel) shuttle buses.

It is interesting that the Draft mentions the long history of replacement of rail lines with buses. The attrition of fast, dependable rail and replacement with buses mired in growing car traffic continues to this day, disproportionately disadvantaging low-income neighborhoods. The Silver Line is nothing more than such a disinvestment in mobility for communities of color.

Park-and-Ride Facilities:

The Draft discusses political resistance by communities along the commuter rail lines, who refuse to host ever-growing parking facilities which destroy their quality of life and environment. This concern is legitimate; the spread of parking lots and garages has destroyed the historic character and natural environment of many rail-line towns. We must recognize the impossibility of meeting endless parking demand by providing parking, and look to planning closer, denser settlement patterns that can be served by bus/jitney lines – or pedestrian sidewalks --connecting to rail stations.

However, there is no recognition of the same impact on inner city neighborhoods. The Draft states that limited park-and-ride facilities lead commuters to drive into the city rather than to take the train. No mention is made of the parking spaces being built for their convenience at the end of that drive, destroying the quality of life and environment for the half-million residents of the city. The explosion of parking capacity under way in Boston (25,000 new parking spaces in the pipeline, on top of the existing 60,000 commercial and 100,000 "accessory" spaces) is not acknowledged as a determinant of traffic or as an enabler of sprawling development patterns. The "safety valve" that the city is providing by filling with garages is devastating both the urban and suburban communities. The growing parking capacity of the urban core must become a central focus of the MPO. Alternative scenarios for land uses must project consequences of allowing this trend to continue vs freezes on urban parking construction.

Conclusion:
We protest as short-sighted, illogical and discriminatory the Blue Ribbon Panel's conclusion that "expansion, while necessary to satisfy the transit demands of the region, must in the future take a back seat to maintenance of the existing system." The environmental, social, and economic health of the urban core and the metro region is directly dependent on expansion of transit capacity to meet projected development. It is foolish to conclude otherwise unless the MBTA wishes to be an instrument of growth stultification, or the State administration aspires to make Boston, the cradle of public transit, a miasma of polluted, congested highways like the cities of the south and west, where people sprawl in far-flung communities and spend half their time driving to and from devastated, unlivable city centers and cookie-cutter suburban "edge cities."

There is no justification for this conclusion in the Draft. There is no reason given for devoting "fully 70% of all capital available to the MBTA to maintenance." And moreover, there is no reason for the fiscal constraints EOTC has chosen to impose on this Plan, particularly in this time of government surplus. The proper way to begin the forward funding era is to determine what transit is needed to support a 21st century Boston, and to allocate public funding streams to build that system. Instead, the revenue stream has been carefully calibrated to support only the most minimal upkeep of the system. And most of this austerity budget will benefit drivers, not transit riders, violating the principle tenet of the Transportation Equity Act.

The Conclusion states that "the demand for transit will grow over the next 25 years." The Draft acknowledges that "The central subway system will be experiencing dramatic growth, with the greatest challenge coming to the Red Line and the Green Line central subway." However, no mention is made of plans to meet that challenge. Then the Draft goes on, "This demand is especially pronounced in the need for additional capacity of both north and south-side commuter rail infrastructure." For commuter rail, the Draft proceeds to lay out specifics: commuter rail parking spaces, rolling stock, bi-level commuter cars. Environmental justice is not considered in the choice of challenges to be met.

The Draft then posits a need for improved bus service. Bus service may work in the suburbs, but the city needs rail — a full network of light-rail tracks to serve the metro core in an environmentally sustainable and socially equitable way. Bus service is being used to avoid capital investment in rapid-transit rail.

The last paragraph of the Draft says, "The work on the 2001-2025 Transportation Plan will need to focus on these two areas to see what projects are best suited to further complement the existing transit system in the region." What two areas are being referenced?

Finally, the Draft mentions the Urban Ring and North-South Rail Link "to be further explored." Will they be explored in the final Plan?

Chapter 9 Forecast of 1995 Base Case and 2025 Build Scenarios:
Changes in Transit Ridership:
The Draft states that the growth in transit ridership, both urban and suburban, does not model the effects of constrained supply of capacity of rail and of park-and-ride spaces. The Tables 9-1 – 9-6 are simply demand projections based on demographics, but actual behavior will depend on added availability of transit infrastructure. The final Plan should explicitly project the transit shortfalls or "constraints." These shortfalls should be quantified by the model, and help to inform the Plan in terms of new capital investment needed. The model should show a constrained version, indicating how much more car traffic and air pollution will result if the needed transit is not provided.

The final Plan should also correct what the Draft calls a "disequilibrium" in projections, by modeling the probable impacts of transportation investments made, and not made, on the

demographic future and development of the region. This model should project the impacts of parking capacity built and not built in the city of Boston and other municipalities, since the availability of parking capacity is the key determinant of travel mode choices, and as both roads and transit become increasingly congested, of residential and economic development siting decisions.

Chapter 10 Recommended Plan:

The Plan seems to be based on "forward funding" for "backward looking." The projects in the Plan are old commitments, in an austerity strategy that will result in a spiral of reduced transit service and consequent reduced demand for service. We hope it is not an omen that the MPO's further planning for additional projects is to based on a Financial Plan titled "Chapter 11."

The "fundamental decision" made by the MPO to invest its capital primarily in maintaining an aging transit system is a fundamental error. The Boston region depends on new transit capacity to thrive, both as a community and as an economic center.

The list of criteria for the Plan, "taken as a whole," is, like the Policies at the beginning, inverted. The inclusion of public involvement must be the genesis of public policy, and should drive both the over-all funding of, and allocations within, the Transportation Plan. Again, Environmental Justice requirements and air quality standards must be primary criteria for the Plan. ADA requirements are not negotiable. The fiscal boundaries for this Plan have not been set properly, and should be re-calibrated to assure that the region does not become a spreading layer of traffic-choked sprawl, gobbling up greenfields while the center is transformed from a living community to a destination office-park/theme park for suburbanites and tourists. The Draft Plan is a regressive one, with grave implications for those who live in and depend on the region.

Table 10-1, Regionally Significant and Other Large Projects:
This table should have two more columns. One should state the total cost of each project, so that the full extend of the MPO's commitment to it is known, in addition to the column showing Remaining Cost. The second new column should state how much new capacity the project would add. The MPO needs to be clear about the impacts of these investments on the actual service capacity of the system.

In addition, the categories should break out not only Roadway Projects, Transit Projects, and Intermodal Projects, but also Urban and Suburban projects.. Thus, the Worcester Commuter Rail, the Greenbush-Old Colony project, and the Additional Park & Ride Spaces would be Suburban Transit. This distinction is important in the discussion of Environmental Justice.

The inclusion of the Arborway Restoration in this Plan is disingenuous, since the MBTA has no intention of restoring the Arborway portion of the Green Line. In fact, the MBTA is currently attempting (over vehement community protest) to begin an "infeasiblity study," to prove that the restoration is impossible, or unnecessary, or both. We have commented at a recent public meeting about the biased study methodology.

The Silver Line Phase B – NEMC to South Station project must be broken into its two components, which have very different cost implications. There are two tunnel sections involved: There is an existing tunnel, into which a light rail replacement service train could easily run to connect Washington Street into the Green Line subway, but which would have to be reconstructed at considerable expense to retrofit for the bus that the MBTA insists on using instead. This tunnel runs from the Don Bosco portal to Boylston Station, and if retrofitted for bus, would preclude future upgrading of the Washington Street line to light rail. The Sierra Club, in its August 1998 comment letter on an earlier MBTA ENF submittal (#8464) estimated that it would be far cheaper to build an LRV line all the way to Dudley, than to reconstruct the existing Green Line tunnel connection segment for bus use, so this subway connection, if it is

truly intended, is not budget-wise.

The second tunnel portion would be new, connecting Boylston to Chinatown Station and to South Station, where the South Boston Piers Transitway will begin. This tunnel would be even more expensive.

The Plan should specify the cost estimated for each tunnel portion. Many community transit advocates fear that the two are combined so that the MBTA can garner public support for the whole, but build only the new portion. The first piece would be used as the Environmental Justice lever, with the funding requested to "serve" the disadvantaged neighborhoods, and when the project runs over budget, only the new portion would actually be built, connecting the new South Boston developments and convention center to the Back Bay hotels and entertainment venues.

The Draft states that "most of the work of the MPO in the future will be devoted to the maintenance of its existing infrastructure. This is work that does not add capacity to the system but rather extends the life or modernizes the system. Therefore these types of projects are not specifically listed in figure 10-1." If most of the MPO work in the future belongs in the categories described in this section of the Draft (and we fervently hope it does not), we need an itemized list of these projects and their costs.

Future Vision Projects:
This Plan's recommendations are "extremely constrained" due to a need to "clarify future funding scenarios." This seems backwards. The Plan should lay out what is needed, so that funding scenarios can be shaped to support it. It should model outcomes to regional development if the Rail Link, the Urban Ring, and other major projects are implemented, so that appropriate funding can be sought from State and Federal sources and priorities can be set. It is simply too dangerous for the region to plan backwards from an arbitrary budget on something as critically important as transportation.

We have heard the MBTA state that future capital improvements will have to be funded by private investors and "public-private partnerships." We reject this strategy; it will privatize transit and will privatize planning for both transportation and development. Public transit must remain a public service. Environmental justice depends on that.

Chapter 11 Financial Plan:
Please explain why the local assessments were set back to year 2000 levels for the first five years. How much additional revenue would have accrued if assessments were raised 2.5% each of the first five years?

Please explain PAYGO funding and New Start funding.

Please explain how the decision was made to allocate one cent of sales tax, and not more, to MBTA in the Forward Funding plan.

Please explain how the amount and timing of the fare increases were decided..

How much revenue will be lost in the 25 Plan years because fare increases stop growth in ridership (page 132)?

Chapter 12 Environmental Justice Measures:
Our general comment on environmental justice is that this critical issue should not be a separate section (at the end of the Plan) but should be integral to every aspect of the Plan: public process, policies, existing conditions analysis, project recommendations, financial planning. Much information about inequities in funding, service, and health status is available already, and better measures will be developed in the coming phase. We hope the

final plan will be reorganized to reflect such integration.

To repeat just a few of the comments made at EJ meetings:

Any measurements of transit access must distinguish rail from bus. Quarter-mile access to a bus stop is not equivalent to quarter-mile access to a subway station. Commuter rail proximity and frequency must also be evaluated differently from that of city center rail, since it serves different needs. Trackless trolley must be considered separately as well.

Car ownership does not have the same meaning in poor and affluent areas. For more affluent people, car ownership is a choice for personal convenience. For low income people, car ownership is a financial burden carried because transit is inadequate for most travel needs.

Residential proximity to a bus stop or even a transit station does not, as you point out, mean that the service is adequate for people's needs, in scheduling, connections, speed or quality. The importance and feasibility of a direct survey was discussed during your meetings, and this is the only reliable way to get meaningful information on the service adequacy and unmet need. The survey should be designed to include respondents from a residential sample, not only from a rider sample, to be sure to include people who do not use transit because it does not meet their needs.

The Conclusion section is far from satisfactory in interpreting the preliminary data about service. The next few months should bring a deeper analysis of the criteria for judging city vs suburban transit adequacy, and a more refined set of measurements. The indicators used do not capture the true picture of environmental justice.

Another piece of information should be included in the final Plan: Past trends in Boston transit should be documented, in particular, city subway rail lines that have been removed and replaced with buses, and rail stations that have been closed, leapfrogging certain communities while connecting others to the city center. The gradual atrophy of the city subway system over the last fifty years, while the commuter rail network has been increased to accommodate (and enable) suburban flight, must be documented carefully for any understanding of environmental justice. Whole neighborhoods have been disconnected from the subway system, and left, literally and figuratively, in the "back of the bus," with devastating social and economic impacts on thousands of residents. Their time, spent walking to, waiting for, and riding buses which crawl through increasingly congested traffic, must also be factored into the "cost" calculations of planning decisions. Their curtailed opportunities for work, recreation, health care, day care, education, and shopping must be reckoned in "efficiency" assessments.

We ask also that the MPO Plan include a section discussing the previous Plan, and the status of the projects proposed before. Again, the categories should distinguish Urban and Suburban projects.

Chapter 13 Air Quality Conformity Determination:

Air quality should be measured in specific neighborhoods, such as Roxbury and South Boston, where diesel buses and airport traffic, cars and planes, cause extraordinary air pollution associated with high respiratory and other disease rates.

The draft Plan discusses VOC, NOx and carbon monoxide, and ozone measurements. Small particulate matter, associated with excess disease and death rates, should be measured as well.

We have not commented here on all sections of the draft Plan, but we will be providing input

on those issues over the course of the coming months. We look forward to seeing the MPO's response to public comments, and to participating in an inclusive and comprehensive planning process during the refinement of the Plan.

Thank you for this opportunity to comment.

Shirley Kressel, President
Alliance of Boston Neighborhoods

cc:
Richard Doyle, Regional Administrator, Federal Transit Administration
Curtis Davis, MAPC Environmental Justice Committee Member
Veronica Eady, EOEA
Charles Yancey, Boston City Council
Chuck Turner, Boston City Council
John Rumpler, ACE
Karen Wepsic, Federation for Public Transportation
John Deacon, Sierra Club
Bob Terrell, Washington Street Corridor Coalition

Public Comments and MPO Responses from Winter 2001 Outreach

Commenter:	David Westerling, Harvard Representative to Stony Brook Watershed Council (January 2001 Comment Period)
Type of Comment:	Policy Issue
Abstract of Letter:	1) The planning process should be expanded to include all municipalities along Interstate 495 as this is now the most important transportation corridor in the Boston region.
MPO Response:	1) All municipalities along Interstate 495 are included in the regional travel model the Boston MPO uses while evaluating transportation investments. Those towns along 495 that are not included in the Boston MPO are represented in other MPOs. The Boston MPO is not responsible for funding projects in towns outside of the 101-municipality Boston MPO region. MPO boundaries were determined by the Commonwealth.

JAN -9 2001

JAN 5, 2001

TO - CENTRAL TRANSPORTATION PLANNING STAFF

FROM - DAVE WESTERLING
TOWN OF HARVARD REPRESENTATIVE - STONY BROOK
WATERSHED COUNCIL

RE: BOSTON MPO TRANSPORTATION PLAN 2000-2025
PUBLIC COMMENT - I495

THERE APPEARS TO BE A MAJOR COMPONENT OF THE PLAN WHICH IS MISSING. IT CAN BEST BE SEEN ON THE SECOND PAGE (ii) WHERE THE REGION MAP IS MISSING IMPORTANT LOCALES.

THERE ARE TWO CIRCUMFERENTIAL HIGHWAYS AROUND BOSTON. DURING THE MID 20TH CENTURY, RT 128 WAS AN IMPORTANT TRANSPORTATION LINK. BUT DURING THE LATTER PART OF THE CENTURY AND WITH THE NEW MILENIUM, INTERSTATE 495 HAS BECOME DOMINANT.

I495 HAS CORPORATE PARKS AND OR SHOPPING MALLS AT EVERY INTERCHANGE. I495 CONNECTS TO ALL OF BOSTON'S RADIAL HIGHWAYS AND TRANSIT LINES. I495 IS ATTRACTING LARGE INDUSTRIAL PARKS AND DISTRIBUTION CENTERS. I495 IS BOSTON'S TRANSPORTATION NECCESS.

PLEASE CONSIDER INCLUDING MORE CITIES AND TOWNS ALONG I495 IN THE PLANNING PROCESS. THE CITIZENS AND BUSINESSES USING OR LIVING NEAR I495 DESERVE A ROLE IN THE PROCESS

Commenter:	Tom Connors, Resident (January 2001 Comment Period)
Type of Comment:	Policy Issues
Abstract of Letter:	1) The 2000-2025 RTP should explain the challenges of the next 25 years and look at all possible solutions, regardless of cost. 2) The 2000-2025 RTP should identify how much potential office space could be added to downtown Boston. It also should try to quantify the impact of single family homes on the environment. 3) All possible new transit projects should be listed with costs and ridership estimates. 4) The 2000-2025 RTP should focus on the parking needs of the future not those spaces that were added in the 1990s. An exploration should be made of the possible reductions in parking requirements if areas around transit stations had increased density. 5) The 2000-2025 RTP should explain what current highway spending and revenue sources are. It also should discuss the location of congestion points and give a summary of what projects could be implemented to address these points.
MPO Response:	1) The Regional Transportation Plan is required to be a financially-constrained document by the Federal Transit Administration and the Federal Highway Administration. The MPO has attempted to look at all possible solutions that have a good probability of being funded. 2) The demographic forecasts developed by MAPC are an attempt to estimate the potential office space that could be added to downtown Boston, as well as other parts of the region. These estimates combined with projections for household and population growth suggest potential environmental impacts of certain types of growth. 3) The Plan is a financially-constrained document. Another document, the MBTA's Program for Mass Transportation (PMT) attempts to look at and assess all possible transit projects, without using cost as the sole determinant of merit. 4) The MBTA anticipates building 9568 parking spaces along the Commuter Rail Lines as part of its parking enhancement program. This program is funded with a combination federal funds allocated to the MBTA, federal funds allocated to other RTAs for use on the commuter rail system, federally earmarked funds, MBTA funds, local funds, private funds or state bond funds. The MPO does not have any control over land use near transit stations. Those decisions are made at the local level. 5) The previously adopted 2000 Plan attempts to provide as much information as possible on the funding sources and revenues for the highway system in Chapter 11. Areas of congestion are also discussed. For a more comprehensive look at congestion points and potential solutions, the MPO produces Congestion Management System reports on a subregional basis.

From: Connors, Tom <Tom.Connors@fmr.com>
To: "'transportationplan@ctps.org'" <transportationplan@ctps.org>
Cc: 'Bill Christensen' <w_j_christensen@hotmail.com>, 'Bob Eisenmenger' <rweisenmen@aol.com>, 'Charlie Sisitsky' <charlie@natickma.org>, "Connors, Tom" <Tom.Connors@fmr.com>, 'David Soule' <dsoule@mapc.org>, 'David Teller' <DFT711@aol.com>, 'Douglas Gillespie' <DGillespie@Massfarmbureau.com>, 'Helen Lemoine' <toylady@aol.com>, 'Janet Bowser' <Janetb@ci.wellesley.ma.us>, 'Mark Racicot' <mracicot@mapc.org>, 'Paul McKinley' <pyrotech@magicfire.com>, 'Phil Hodge' <pjhodge@mediaone.net>, 'Susan Pope' <rep.susanpope@hou.state.ma.us>, "'msleeper@mapc.org'" <msleeper@mapc.org>, 'Barbara Lucas' <blucas@mapc.org>, 'David Soule' <dsoule@mapc.org>, 'Mark Racicot' <mracicot@mapc.org>, "'skaplan@clf.org'" <skaplan@clf.org>
Date: Friday, January 5, 2001 11:57 AM
Subject: Comments on draft Boston MPO Transportation Plan 2000-2025

Overall
* plan should be a single self contained doc that outlines current situation, current problems, potential demographic growth, potential transportation needs growth, all possible solutions, their pro's / cons, costs, possible funding levels.
* doc should be a blueprint of where we will be in 25 years, knowing what we know now
* should say where we are and where we will be:
* should be able to in summary pages explain the challenges in the next 25 years, what the proposed solutions are, and pros/cons of each
* solutions should be given for the transportation problem, do not omit solutions because of cost limits and funding levels
* note that the Big Dig cost $16 billion, which is equiv. to 40 Greenbush lines

Demographic trends
* population
* population growth
* point to point travel, by mode
* how will explosive growth of 495 affect plans & forecasts
* How many workers are in Kendal Square? Downtown / Back Bay? MetroWest? 495?

Land use trends
* summarize what density is needed for transit
* if that density is not implemented, then transportation must be by SOV / Bus
* Is the inner core fully built out? or is there room for more office space? how much?
* If we add the office space in inner core, we can use transit, if we do not, we must use cars out on 128 and 495
* What is the impact of single family homes (non-walk-to-transit) on the environment - yes people are choosing this (& developers are building this), but attempt to quantify the costs (i.e. they must use SOV for transportation, or else a transit line must provide a parking space for most riders, at what cost?)

Transit
* list all possible new transit projects, give a quick summary, with costs, ridership, pro's / cons, annual bottom line impact to the annual MBTA budget (both capital costs and operating losses)
* description of specific locations for density encouraged areas, and how transit can serve those areas. Example include Somerville's Assembly

Square and Framingham's routes 9/90 intersection
* if density encouraged areas are not implemented, then we will have more sprawl out on 495
* Because office space is not sufficiently being added in Boston/Cambridge, developers are adding millions of square feet out on sprawl 495, where transportation is by definition SOV (single occupant vehicle).
* talk about the Indigo line, what will be the ridership figures - could be higher than some suburban commuter rail lines

Transit Parking
* transit parking is required when we want to get people out of their cars, yet they do not live in a walk-to-transit district
* if we encouraged sufficient density in walk-to-transit districts, then parking requirements can be reduced
* # transit & park-n-ride parking spaces available
* how many are currently needed
* how many are forecast to be needed
* how much does a parking space cost? Capital cost? Operating cost?
* should not fall back to talking about the parking spaces added during the 1990's, focus on what will be added in the future

Highways require parking
* note that it takes far more space to park a car than it does to give the worker a cubicle
* should structured parking be required even in suburban office parks? to increase density and reduce sprawl?

Highway
* what is current spending?
* what are revenue sources
* what is market share?
* environmental impacts of congestion?
* with hybrid cars, what will be reduction of environmental impacts
* vehicle counts at key points
* congestion points
* give a potential summary of what projects could be implemented, and how will that affect congestion?

Proposed Development
* Estimated sq. ft of development in various towns in the region
* how will workers get to these developments
* how many parking spaces be needed
* can highways handle these new vehicles
* how many spaces will be lost in Fan Pier, and need to be replaced just to stay even, let alone new development parking needs
* If 99 percent of commuter rail parking spaces are full already, and Fan Pier/Seaport will be adding 20-40 million square feet of office space, then this implies that new office workers in Fan Pier/Seaport MUST drive on Turnpike/Central Artery

Public Comments and MPO Responses from Winter 2001 Outreach

Commenter:	Steven Levine, Resident of Arlington (January 2001 Comment Period)
Type of Comment:	Project Specific
Abstract of Letter:	1) Several projects, such as the extension of the Orange Line to Needham and Reading, the extension of the Red Line to Arlington Center, and Urban Ring light rail, should be looked at in the future. An emphasis should be placed on finding funding for the North-South Rail Link and the Urban Ring. Light rail should be used for the Silver Line-Washington Street replacement service.
MPO Response:	1) Extensions of rapid transit lines are not currently being considered due to funding priorities, however these projects have been included in the Universe of Projects list for the 2000-2025 Transportation Plan Update. Long-term projects like North-South Rail Link and the Urban Ring were explored as part of Plan Update. Phase I of the Urban Ring project is included in the recommended list of projects included in the 2000-2025 Regional Transportation Plan Update and assumes 80% of the necessary funding will be provided through a congressional earmark in the § 5309 Bus Program. The North-South Rail Link and Urban Ring Phases 2 and 3 were included in the Plan Update as illustrative projects. The MBTA has begun construction on the Silver Line-Washington Street replacement service using bus rapid transit. However, light rail on Washington Street was included in the Plan Update as an illustrative project. An illustrative project is not in the recommended plan because there is not now sufficient revenue to fund it. However, if funds become available, they may be included in a future update of the Plan.

January 5, 2001
Steven Levine
11 Howard Street, #1
Arlington, MA 02476-6004
(781) 643-0565
SBL13@mediaone.net

I just wanted to make a few comments about the Boston MPO Transportation Plan 2000-2025.

The Boston metropolitan area was very innovative in 1948 when a plan for mass transit expansion was proposed incorporating major extension of rapid transit services into the suburbs. Some of these extensions were completed (Wonderland, Oak Grove, Alewife, Braintree, Riverside); however, there were many that never were. Meanwhile, other cities in this country have continued to build major additions to their relatively new rapid transit systems (San Francisco, Washington, Atlanta).

I understand that some of these extensions have been deferred due to major improvements in the commuter rail system. I also understand that currently the MBTA is also focusing on better maintenance of the existing system (which is necessary) and that there are financial constraints. However, there are increasing transportation problems in the area and I am particularly disturbed that in spite of increased public transportation ridership in the region, the percentage of people using public transportation to travel to downtown Boston has decreased from about 75% to 62% (from what I believe I have read).

There are several previously supported rapid transit extensions that I thing should be looked at in the future again:

1. Orange line to Roslindale, West Roxbury, and possibly Needham Rt. 128. In the 1960s this was listed as the rapid transit extension with the greatest potential. Perhaps this could replace the Needham commuter rail line or light rail commuter trains from Needham (diesel or dual-mode)
   could use the orange line tracks from the terminus to Forest Hills if through service from Needham Height to South Station is still necessary.

2. Orange line to Reading Rte. 128. This could replace the Reading commuter rail and trains to Haverhill all could be rerouted via the Wildcat branch (Wilmington) as some trips are now routed. The north side of the city is the only area that does not have a rapid transit or light rail line going out as far as Rte. 128 and I believe it also has the least amount of transit parking available of any suburban sector.

3. Although I believe that there is no need to extend the Red line to Lexington or beyond, a believe a short (a little over one mile) extension to Arlington Center built as a subway (under the bike path) would still be desirable. Previously, Arlington was in favor of the Red line to Arlington as long as it continued out to Rte. 128. However, if an subway

station was built in Arlington Center with no parking available they might agree to it. The station would serve for walk-ons and bus transfers. This could also reduce the need for so much bus traffic in the area. Burlington and Lexington buses could possible be cut back to Arlington Center and the 79 (Arlington Heights - Alewife) could be eliminated leaving all service to the 77 (Arlington Heights - Harvard) on Massachusetts Avenue in Arlington. The major problem with rush hour commuting from Arlington is buses having to cope with heavy traffic on Mass. Ave (#77) or Alewife Brook Parkway (#79) in Cambridge. In addition, I believe Arlington Center would provide enough ridership to justify this short extension.

4. Further extensions to the light rail system should be explored. I would like to see better traffic management systems in place to allow for the restoration of the Arborway line (this could have also worked for the Watertown line!). The Green line extension beyond Lechmere to Ball Square in Somerville, although still in the plan, is a relatively simple extension through a very dense urban area that should have been completed well before this. Also, light rail should be examined very carefully for use on the badly needed urban ring. Some streets (I believe, Melina Cass boulevard in Roxbury) were built with space for a future light-rail reservation for this line.

As for the existing plan, I have two comments:

1. My feeling is that the two most important project needed are the North Station - South Station rail link and the Urban Ring. Emphasis on finding financing for these should be crucial.

2. Although I understand the MBTA's rational for the Silver line to Dudley as a through line from the Fan Pier area to Roxbury I have some problems with the project as it now stands. I don't necessarily believe that the South Station to Boylston tunnel will actually be built. This expensive tunnel is very close to other subways and can only be justified if there is an intense level of development in the Fan Pier area. This is not certain yet. In fact, if it is built largely as a mixed-use community, it is possible that many people working in the are will also live there and will not be commuting on the Silver Line. The report (page 174) even questioned whether this project (Silver line Phase B) would be eligible for New Start money. If this tunnel segment is not built, the current Silver Line to Dudley will just be a slightly upgraded bus route 49. If a new station under Boylston Street is built only for this line, it will be a very expensive undertaking for only 10-20,000 riders a day - and may not be successful. This will also be more expensive than light rail once this phase is reached. The beauty of going back to light rail for the Dudley segment is that

it will be successful from day one. If the Silver line Phase B is eventually built, passengers from the Dudley Green line can transfer at Boylston just as passengers from the other Green line branches. I also believe money from the state had previously been allocated to cover the initial higher cost of light rail.

Thank you for your attention

Steven Levine

Public Comments and MPO Responses from Winter 2001 Outreach

Commenter:	Arnold Pinsley (January 2001 Comment Period)
Type of Comment:	Policy Issues
Abstract of Letter:	1) The Boston MPO does not follow through on commitments to make substantial changes to the document at each stage of the process. Not enough attention is given to transit solutions for people traveling north-south through the 495/128 region whose origin or destination is not Boston.
MPO Response:	1) The previously adopted 2000-2025 Plan only included projects that were legal commitments under environmental and legislative regulations and all regionally significant projects in the six year Transportation Improvement Program. The 2000-2025 Plan Update examined projects throughout the region. A suburban bus mobility program was included in the Plan Update. Funding will be provided for a variety of programs to improve mobility in areas that are currently underserved by transit. The details of this program will be developed during the Unified Planning Work Program and the Transportation Improvement Program process. The MPO appreciates your input and will keep you informed during the development of these documents.

FRAMINGHAM PLANNING & ECONOMIC DEVELOPMENT

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FRAMINGHAM, MA 01702-8325
TELEPHONE: 508.620.4852

JAN -9 2001

January 5, 2001

Ms. Luisa Paiewonsky
MPO Executive Secretary
Transportation Plan, c/o CTPS
Ten Park Plaza, Suite 2150
Boston, MA 02116

Re: Boston MPO Draft Transportation Plan 2000-2025: Existing Conditions

Dear Ms. Paiewonsky:

My general comments on this document are the same as those I offered on April 27, 2000 when I reviewed a previous iteration. The following quotes are taken from page 7 of the minutes of the Joint Regional Transportation Committee (JRTC) Meeting Summary for November 8th, 2000 (italics inserted for emphasis):

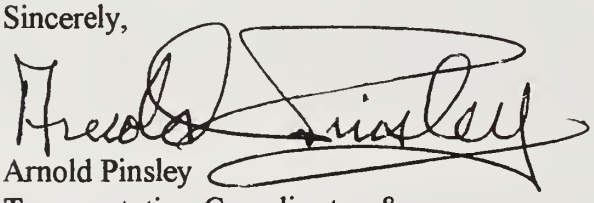
> **A. Pinsley:** Are we modeling trips between subregions? When I first looked at the draft of the 2000-2025 Plan, I saw the radial grid and we had modeled trips just along those lines and we were treating this entire area of transportation demand between communities or along 128 as if they didn't exist. Everything was funneled into Boston. I was wondering if we are now modeling between subregions?
>
> **T. Reagan:** That's a basic output of the model.
>
> **Pinsley:** What I saw was transit trips modeled just to and from Boston. There are desires for trips from Waltham to Newton, Fitchburg to Marlborough, and Franklin to Hopkinton/Milford for example. Are we modeling that?
>
> **T. Reagan:** *That comes out in the model but it's a question of how we present it.*

The previous quotes are just a surface indication of the level of bias in both drafts of the Boston MPO Existing Conditions Transportation Plan 2000-2025 against a fifty-year history of environmental/transportation/land use impacts upon the area between Routes 128 and I-495. We have been told over and over again that the current draft will be improved upon in further iterations. I see no indication that there is any impetus by the Boston MPO to do so – more than six months elapsed between presentations of draft Existing Conditions Transportation Plan Reports. Proposals to "study" transportation/land use/environmental impacts in the area between Route 128 and I-495 and the total lack of

reference to trip files and modeling that would demonstrate that efforts have already been made regarding the problem of moving people instead of vehicles along north-south highways in the area is insulting. Yes, there is limited funding. Yes, there are existing arterial highways, bridges, and public transportation facilities that transport vehicles and people along radials that are 200 years old into Boston and they need maintenance.

There are also north-south transportation desires that can be met with the application of very little money to transform single person occupancy vehicle trips into multi-occupancy vehicle trips. These involve shared-ride and van-pool TMA sponsored operations and fixed-route bus transit solutions such as Framingham LIFT 7 linking Marlborough, Southborough, and Framingham which is less than a year in operation and carries 3500 passengers a month. Such solutions are relatively inexpensive and are being applied now. The total failure of the report to treat these issues which can help in the attainment of the "one-hour" environmental standard inexpensively, coupled with a constant bias of Mass Highway against pedestrian crosswalks that would encourage more efforts such as those cited above, causes this JRTC member to vote against approval of the subject document.

Sincerely,



Arnold Pinsley
Transportation Coordinator &
JRTC Member

Public Comments and MPO Responses from Winter 2001 Outreach

Commenter:	Romin Koebel, Association for Public Transportation (January 2001 Comment Period)
Type of Comment:	Project Specific
Abstract of Letter:	1) The Green Line extension north of Lechmere should include a branching configuration like the one used west of Kenmore.
MPO Response:	1) The 2000-2025 Transportation Plan Update includes the Green Line extension to Medford Hillside. A station in Union Square is included in the Universe of Projects, a list of all projects that were considered for inclusion in the Plan. The MBTA is currently working to update its Program for Mass Transportation (PMT). The PMT serves as the MBTA's long-range capital improvement program but it is unconstrained from a financial perspective. The analysis of projects for the PMT will influence both future RTPs as well as the MBTA five-year capital program. In addition, the MPO anticipates that the Unified Planning Work Program will have a study to consider the alignment of the Green Line Extension.

ASSOCIATION FOR PUBLIC TRANSPORTATION

MEMORANDUM

TO: **Terry Regan, CTPS/JRTC Members**

FROM: **Romin Koebel, APT**

DATE: **01/01/01**

RE.: **Transportation Plan: Configuration of Green Line Extension**

Idea/Concept
Just as the Green Line branches to the west, the Green Line might, not only be extended beyond Lechmere to the Northeast, as proposed in the draft, which is a good idea, but be designed as a branching configuration, fanning out into different parts of Somerville with separate branches to Union Square and Medford Hillside, thus serving the high density community more effectively.

Comment
This would be compatible with the desire of the City of Somerville to achieve better service, and better connectivity to downtown and the "high spine" while, at the same time, quite probably, have the advantage of avoiding the need for expensive tunneling, if the T were to be able to avail itself of excess/underutilized Fitchburg commuter rail right-of-way, in the manner that the T would be availing itself of excess Lowell branch excess right-of-way for the extension to Medford-Hillside as it would be doing under the currently proposed plan.

ASSOCIATION FOR PUBLIC TRANSPORTATION

MEMORANDUM

TO: **Bill Deignan, Chair, Joint Regional Transportation Committee**
Members, JRTC
Terry Regan, Central Transportation Planning Staff

FROM: **Romin Koebel, APT**

DATE: **01/01/01**

RE.: **Transportation Plan for the Boston Region 2000-2025**
Improving Green Line Service to the "High Spine" and Downtown

Context and Background.
In 1913, the opening of the Boylston Street Trolley subway coincided with the westward extension along Boylston Street of the "high building" district, a designation permitting higher buildings along Boylston Street than otherwise allowed. The measure sparked a wave of new construction in the Boylston Street corridor. This was to be the first of what can be in hindsight identified as three distinct waves of high-rise development. This is the genesis of what has come to be known as "the high spine." Today the high spine is undergoing a further process of transformation in a process of intensification as the valleys between the peaks are filled, as the breadth of the high spine's footprint is broadened with interstitial development and as the spine is extended, in the one direction, towards downtown, which itself is undergoing intensification of development, and in the other direction, to the west, folding in major trip attractors, such as Fenway Park, as it does so.

Statement of Problem
All the while the Boylston Street trolley subway has remained essentially unchanged.

Concept
Consideration should be given to increasing capacity and improving service. Consider a second tunnel following an alignment approximately parallel to the original Boylston Street/Tremont. Street trolley subway. Retain and upgrade Boylston Street/Tremont Street tunnel for enhanced light rail service serving B, C, and E-Lines. Utilize new tunnel for express service. Connect D-Line, which runs through Bro0kline and Newton to Riverside on dedicated and grade-separated right-of-way, to the new tunnel. Create transfer points between express and local service. Connect proposed tunnel to Blue Line at Government Center.

Comment
The measure would greatly improve accessibility to downtown and the high spine. It would convert what are today trips involving multiple transfers to fast and efficient single-seat rides.

Public Comments and MPO Responses from Winter 2001 Outreach

Commenter:	Representative Anne Paulsen (January 2001 Comment Period)
Type of Comment:	Policy Issues
Abstract of Letter:	1) Several changes should be made to the text of Chapter 6 in the 2000-2025 Plan.
MPO Response:	1) The text of Chapter 6 in the previously adopted 2000 Plan was changed to reflect your concerns.

The Commonwealth of Massachusetts

HOUSE OF REPRESENTATIVES
STATE HOUSE, BOSTON 02133-1054

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REPRESENTATIVE
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90 SCHOOL STREET
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TRANSPORTATION

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LEGISLATIVE AIDE
LISA GURGONE

TO: **METROPOLITAN PLANNING ORGANIZATION**

FROM: **REPRESENTATIVE ANNE PAULSEN**

RE: **TRANSPORTATION PLAN 2000**

DATE: **JANUARY 4, 2001**

Below are my comments regarding the Draft Boston MPO Transportation Plan 2000. If you have any questions, please feel free to contact me at (617) 722-2140.

Thank you for all the efforts you have made to address the issue of bicycle and pedestrian transportation in your plan. My overall impression is that many portions of Chapter 6 are written without any optimism about the importance of creating a safe environment for bicycling. Too much attention is given to the hazards and not enough to accommodation.

This document for the next 25 years should lead the reader to understand that our roadway system as presently constructed can accommodate bicycles and not create a vision of discouragement.

Page 79

Paragraph 1:
The text should read: "Motorists, like bicyclists and pedestrians, are of all ages and competencies although motorists must initially obtain a license."

JAN -8 2001

Paragraph 2:
The text should read: "Efforts should be increased to enforce traffic laws and to educate…"

After insert the following:
"Training of police officers about bicycle and pedestrians safety as well as a more comprehensive driver's education program which could include bicycle and pedestrian rights and responsibilities as well as rights and responsibilities of drivers would improve conditions for all three modes of transportation."

Road and Travel Page 81

Paragraph 1:
Include the following: "Types of possible improvements include reducing lane width and accommodating bicycles in the remaining roadway width."

Paragraph 2:
Include the following: "Conflicts have occurred in the implementation of this law because little attention has been given by the Highway Department to the need to accommodate the users of the roadway system on the existing roads. Creating the full outside lane is not necessary especially when the speed of traffic is reasonable for all users. Context sensitive design for local roads can result in appropriate accommodations for motorists, bicyclists, and pedestrians."

Paragraph 3:
Include the following: "Education of motorists about the danger of opening car doors will create a safer environment."

Public Comments and MPO Responses from Winter 2001 Outreach

Commenter:	Forrest Speck, Resident of Dorchester (January 2001 Comment Period)
Type of Comment:	Project Specific
Abstract of Letter:	1) The passages in the 2000-2025 RTP that refer to the Urban Ring should be strengthened. Funds should be spent to complete the full EIS and the initial funding for Phase 1 bus service.
MPO Response:	1) The previously adopted 2000-2025 Plan only included projects that were legal commitments under environmental and legislative regulations and all regionally significant projects in the six year Transportation Improvement Program. The 2000-2025 Plan Update examined projects throughout the region. Phase I of the Urban Ring project is included in the recommended list of projects included in the 2000-2025 Regional Transportation Plan Update and assumes 80% of the necessary funding will be provided through a congressional earmark in the § 5309 Bus Program. Phases 2 and 3 are included as an illustrative project. An illustrative project is not in the recommended plan because there is not now sufficient revenue to fund it. However, if funds become available, they may be included in a future update of the Plan.

From: Forrest Speck <Forrest.Speck@umb.edu>
To: "'transportationplan@ctps.org'" <transportationplan@ctps.org>
Cc: Forrest Speck <Forrest.Speck@umb.edu>
Date: Friday, January 5, 2001 3:59 PM
Subject: Circulation Draft - Boston MPO Transportation Plan 2000-2025

The Transportation Plan is a splendid document that identifies and makes clear a multitude of factors and influences bearing on planning for the region. It is an excellent compendium of facts for use by all those interested in the region's future for growth and the general improvement of the quality of life for us all through improvement of public transportation services.

As an interested citizen and a person involved in the provision of services to my institution and to the Columbia Point area of Dorchester, I would like to draw special attention to a proposed project that will clearly help this area but also the general public transit capabilities of the city and the region: the Urban Ring. The Ring holds the promise of important increases in transit efficiency and attractiveness to over 100,000 riders per day. It also will mesh excellently with the stated plans of the cities and towns along its route, promoting the concentrated development and delaying sprawl.

For these reasons, I am requesting the strengthening of the passages in the Report that refer to the Ring. Specifically, that it promote the recommendation of funds to complete the full Environmental Impact Statement and the initial funding for Phase 1 bus service.

The strong support for the Ring through the Urban Ring Compact and in the state and federal legislatures highlights the importance of the project to the future of the urban region. Not to include a strong statement of support for it in this planning document would appear to overlook a project with so many manifest strengths as to make it seem inevitable.

Public Comments and MPO Responses from Winter 2001 Outreach

Commenter:	Vincent Dixon, Resident of Cambridge (January 2001 Comment Period)
Type of Comment:	Project Specific
Abstract of Letter:	1) The 2000-2025 Plan should include an underground extension of the Blue Line from Government Center to Park Street, a people mover from Downtown Crossing to Park Street, a Blue Line airport loop serving all terminals, the North South Rail Link, a double-deck tunnel on the Green Line Central Subway tunnel, double-deck bus service, twenty four hour subway service, the extension of the Blue Line to the north shore, and the creation of transit endowment trust funds.
MPO Response:	1) The previously adopted 2000-2025 Plan only included projects that were legal commitments under environmental and legislative regulations and all regionally significant projects in the six year Transportation Improvement Program. The 2000-2025 Plan Update examined projects throughout the region. The MPO received many comments requesting projects to be included in the Transportation Plan. All of the projects in your comment letter were included in the Universe of Projects that was considered during the development of the Plan Update. However, the Plan must be financially constrained document and many projects were not able to be included at this time. The Universe of Projects list will be used in the development of the next Plan. The North-South Rail Link is included as an illustrative project in the Plan Update. An illustrative project is not in the recommended plan because there is not now sufficient revenue to fund it. However, if funds become available, they may be included in a future update of the Plan. The extension of Blue Line service to the north shore is under consideration by the MBTA as part of its Major Investment Study of the North Shore transit system.

Vincent Lawrence Dixon
287 Harvard Street - Unit Number 64
Cambridge, Mass. 02139
(617) 491-1990 - VincentLDixon@Excite.com

Friday
January 5, 2001

To: The Boston MPO

From: Vincent Lawrence Dixon

Re: attachment on Public Comments of DRAFT

Attached are three pages of hand written comments, that will be supplemented likely by a week from today; at the latest by January 16, 2001.

As an active, and visible leader in the area, I hope that this comments are seriously measured, evaluated, and included.

Thank you.

Sincerely,

VLD

JAN -5 2001

Friday
January 5, 2001

To: The Boston Metropolitan Planning Organization (MPO)
From: Mr. Vincent Laurence Dixon (VLD)
287 Harvard Street – Unit Number 64
Cambridge, Mass. 02139
(617) 491-1990

Re: Public Comments – and Extension
On Boston MPO Transportation Plan
2000-2025

In the last several days, this plan was brought to my attention. While I am aware of certain planning activities, I had not seen publicity regarding this particular document. These comments while significant, are partial, and I hope that more fully detailed comments will be permitted within the next ten days, or less.

This brief outline includes key concepts that extensive public interaction has informed in recent months and years.

Single change link to Logan Airport

An underground extension of the Blue Line from Bowdoin Street to Park Street, by deep bore tunnel under the east side of Beacon Hill, should be planned.

A people mover from Downtown Crossing to Park Street would help people, especially those with luggage.

A Blue Line Airport Loop, should be constructed around Logan Airport, with stops at the Hyatt Hotel, each major terminal, and the appropriate parking facilities.

This would allow all rapid transit subway riders to make a single change at Park Street, and take a Blue Line train directly to their Logan Airport Terminal.

Mass Port should help fund costs.

– CONTINUED –

North-South Rail Link,

This long supported goal must be funded and completed in the next five years 2001-2006.

Green Line Double Deck Tunnel,

To facilitate express trains, and higher volume, the Green Line tunnel should have a deepening to create a second tunnel level from Park Street through Kenmore Square.

Double Deck Bus Equipment

To increase bus passenger volume, and urban character, especially on commuter routes, double deck bus equipment should be considered, evoking recent double deck commuter rail equipment.

Twenty Four Hour Subway Service,

Restoration of twenty four subway service, by establishing runs at half hour intervals on all lines, between 1:00 A.M. and 5:00 A.M. should be established.

Blue Line Extension,

The extension of the Blue Line to the North Shore should be advanced in planning and implementation.

Transit Endowment Trust Funds,

Legal authority should be created to allow endowment funds to permit the collection of voluntary public, and private contributions to capital expenditures, and separately for operating purposes. Principal would be collected, a portion of investment income to be used on an annual plan basis.

Other Ideas,

Other ideas that will be further detailed:

- Not extend Blue Line to Charles Street
- Connect extended Green Line from Union Square Somerville to Porter Square

- CONTINUED -

- Speeding up Silver Line development.
- Exploration of Electric and Electric / Hybrid Neighborhood Mini Bus Feeder Routes
- Off-Hour - "Call The T" Service
- Creation of "Taxi Share" option for T customers, especially for regular pass and commuter rides.

Additional review of the DRAFT, and detailing of these details will be included by Tuesday, January 16, 2001, likely next Friday, January 12, 2001.

Sincerely,

Vincent Laurence Dizon

Public Comments and MPO Responses from Winter 2001 Outreach

Commenter:	Trombly Bus Lines (January 2001 Comment Period)
Type of Comment:	Policy Issues and Project Specific Concerns
Abstract of Letter:	1) The MPO needs to assist bus companies in the Inter-District Program in taking single-occupancy vehicles off highways. Suggestions include the provision of free commuter buses, park and ride lots at each Interstate 93 interchange, inclusion of the Inter-District Program in the new MBTA fare collection system, improved marketing of all public transportation options, and extension of the HOV on Interstate 93 north of Boston.
MPO Response:	1) The MPO has forwarded your comments on the needs of the Inter-District program to the MBTA . The level of funding provided for the Inter-District program is determined by the MBTA and is outside the scope of the Regional Transportation Plan, but may ultimately affect programming decisions made by the MPO. The MBTA is planning to ultimately provide integrated fares for all MBTA-supported services through its automated fare collection system.

TROMBLY
BUS LINES

1480 Broadway Road Dracut, MA 01826
(978) 937-3626 FAX:(978) 937-0175

RECEIVED
JAN -9 2001

January 5, 2001

Transportation Plan
C/o CTPS
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116

RE: 2000-2025 Transportation Plan for the Boston Region

Dear Mesdames and Sirs:

Trombly Bus Lines offers commuter bus service between Methuen, Lawrence, Andover and Boston. The Merrimack Valley Regional Trans Authority, Haverhill, owns the buses used. The are leased by Trombly. Company operating assistance is provided through the Inter-District Program, administered by the Massachusetts Bay Transportation Authority. This assistance is the only way we are able to provide the three round trips per day schedule to our service area.

We often hear of the need for alternatives to the single occupant automobile for travel around Boston. My company and the other Inter-District operators offer an attractive alternative. The Trombly service travels along State Route 28, where passengers can walk to convenient stops and ride in comfort to Boston. Once there, it is a quick walk or ride on the MBTA to reach their destinations. This neighborhood service reduces the need for massive park and ride lots. Our passengers do not need the investment in and the annual cost of an automobile just for commuting.

Commuter bus companies need six items to make them more attractive to potential riders:

1. Other states, notably New Jersey, provide commuter buses free or for one dollar per year to the qualified operators. Massachusetts should do the same.

2. Because land use policies since World War II have favored dispersed and low density housing, it is critical that park and ride lots be developed at each Interstate 93 interchange. When they are built, they should have a parking capacity of 300-400, so there are enough potential riders to schedule sufficient buses to make bus riding attractive. Trombly recently commenced service from the 188 space Pelham Street park and ride in Methuen. This is attracting drivers who would otherwise drive the 25 miles into Boston.

TROMBLY
BUS LINES
1480 Broadway Road Dracut, MA 01826
(978) 937-3626 FAX:(978) 937-0175

3. A new fare collection system is being built for the MBTA. Provision must be made for integrated fares between the MBTA and Inter-District Program operators. Currently, persons purchasing Commuter Rail and Commuter Boat monthly passes have access to the MBTA system to complete their commuter trips. These services are operated by private contractors, the same as the Inter-District Program. It is equitable that bus commuters have the same benefit.

4. The movement of people from one home to another and from one job to another challenges public transit. Origins and destinations change frequently. A means to continuously market all public transit services in the area between I-93 and I-95 should be developed. A one-time effort does not address the ongoing need for commuter travel information. This should include Commuter Rail as well as the commuter bus services.

5. The payment for providing commuter bus service should be at a full cost less revenue. It might be more appropriate for one set amount, based on hours or miles of service to be offered each Inter-District Program operator. However the payment is calculated, it must reflect the impact of inflation every year.

6. The High Occupancy Vehicle lane on I-93 on the bridge leading into Boston should be lengthened. Its purpose is to move those vehicles which efficiently transport people. Currently, the lane ends before the Tobin Bridge connection, which causes massive delays and back up in the HOV lane.

Trombly Bus Lines is anxious to do its part in reducing traffic volumes and improving the environment. Please give us the tools to do the job. I am able to elaborate on the six items above.

Sincerely,

James F. Trombly
President
Trombly Bus Lines

JFT:paa

Public Comments and MPO Responses from Winter 2001 Outreach

Commenter:	Richard Canale, Hanscom Area Towns (January 2001 Comment Period)
Type of Comment:	Policy Issues and Project Specific Concerns
Abstract of Letter:	1) The 20000-2025 Plan is too core-city-centered and the development of a comprehensive, integrated New England regional transportation plan is encouraged. 2) National and local opposition to commercial service at Hanscom should be presented. 3) Reverse commute needs more attention. 4) Non-single occupant vehicle transportation to and from the commuter rail stations needs more attention. 5) Bicycling and pedestrian needs require more consideration.
MPO Response:	1) The previously adopted 2000-2025 Plan only included projects that were legal commitments under environmental and legislative regulations and all regionally significant projects in the six year Transportation Improvement Program. The 2000-2025 Plan Update examined projects throughout the region. The development of a plan for the New England region as a whole is beyond the scope of the Boston MPO's Transportation Plan, however, issues and factors beyond the Boston region and Eastern Massachusetts are considered. 2) The discussion of service at Hanscom Field in the previously adopted 2000 Plan does not touch on the issue of whether service at the field can, should, or will be expanded. Therefore, the MPO does not see the need to insert the requested language. 3) Providing reverse commute operations is a difficult issue, which requires balancing the benefits received with the costs incurred. The MBTA recently released a report documenting these difficulties and concluded that implementing improvements for reverse commuting is not feasible or advisable on a systemwide basis. However, there appears to be opportunities for a pilot program and for improved capabilities in some targeted areas with coordination with RTAs, TMAs, CARAVAN, and community-based bus services. 4) The MPO places a priority on the provision of additional access to commuter rail stations and has included this in the Universe of Projects list for the 2000-2025 Plan Update. A suburban bus mobility program was included in the Plan Update. Funding will be provided for a variety of programs to improve mobility in areas that are currently underserved by transit. The details of this program will be developed during the Unified Planning Work Program and the Transportation Improvement Program process. The MPO appreciates your input and will keep you informed during the development of these documents. 5) The discussion of bicycling and pedestrian issues will be expanded in future bicycling planning efforts.

Hanscom Area Towns:

Environmental Subcommittee

Date: January 4, 2001
To: Boston Metropolitan Planning Organization, Transportation Plan, c/o CTPS
Copies: Hanscom Area Towns Committee (HATS)

Subject: Comment on the DRAFT Boston MPO Transportation Plan 2000-2005

The Hanscom Area Towns' Environmental Subcommittee (HATS ES) is charged with assisting the Hanscom Area Towns (Towns of Bedford, Concord, Lexington, and Lincoln) on environmental matters. We hereby submit these comments on the **DRAFT Boston MPO Transportation Plan 2000-2005**.

Each of the four Towns belongs to the Minuteman Advisory Group on Interlocal Coordination (MAGIC), a subregion of the Metropolitan Area Planning Council. MAGIC has actively and effectively participated in transportation planning and decision-making during all of its fifteen-year existence. It consistently promotes a regional approach to transportation planning, one that links land use and transportation and seeks to reduce sprawl by concentrating development where infrastructure exists. Magic has consistently supported alternatives to single-occupancy auto travel, emphasizing transit, ridesharing and transportation demand management techniques, and bicycle and pedestrian amenities. The Magic comments on the Draft plan incorporate the Four Towns' positions.

The HATS ES is concerned that the Draft Plan does not yet address a multimodal approach to transportation. The Plan is still too core-city-centered to fully address the needs of the outlying towns or the area as a whole. While the 101 city and town community area can be modeled as an integrated transportation system, the transportation needs and activities outside the Boston MPO area may significantly impact our Plan. We need to strongly encourage the development of a comprehensive, integrated New England regional transportation plan. We need a plan now and we need to implement strategies now, as well as over the next twenty years. We need to encourage participation of other U.S. Department of Transportation agencies in the Boston MPO (most notably Federal Aviation Administration and Federal Railway Administration).

The section on Intercity Travel is week because there is no context of an overall New England transportation plan. Figure 7-4 needs to be changed to be able to make a fair comparison. All Times should be based on downtown Boston to downtown New York. Costs via air should include taxi or limo costs to get to airport and downtown (Some other tables in the Draft suffer similar issues). Please refer to the Boston Globe December 12 article (Air-rail race delivers boasts for trains By Raphael Lewis, Globe Staff, 12/12/2000).

The section on Hanscom Field is inaccurate and misleading. The fact of national and local opposition to commercial service at Hanscom should be presented. Federal and state officials, several local cities and towns, and citizen groups have signed onto a Hanscom at the Crossroads document that calls for a

moratorium on any additional commercial aviation, changes of use, and new infrastructure development at Hanscom in the absence of a long-range, regional, smart growth strategy. This document addresses the historical, cultural, and natural resource threats. The National Park Service has expressed strong concern that major growth at Hanscom Airfield would lead to devastating changes to Minute Man National Historical Park specifically to the Battle Road (the primary access to the airport and the park's primary historic resource. Because there is no strategy to protect the national interests in this park as the airport grows, the park is opposed to further growth at this time. Hanscom Field is located 15 miles northwest of downtown Boston (not 20). It should be noted that Hanscom is a 20-minute drive to the nearby Acela railway station in Westwood. It should be noted that Hanscom Field abuts the Minuteman National Historical Park and that the primary road access is through the historic Battle Road. We question whether the hopes of Massport should be included (Massport claims that they have not analyzed whether this is a realistic hope). A notice of free parking needs to be eliminated. Having conducted reviews of several local traffic studies, we know that traffic along that one mile is heavily congested with a failing Level of Service at rush hours. We know that Hanscom is NOT easily accessible by car during a major portion of the day.

While we believe that too much emphasis is on roadway improvements in the Plan in general, we note that the critical Route 2 corridor problems along the stretch that include our towns are not fully addressed.

Rail improvements receive short shrift. The deficiencies of the Fitchburg-Gardner Commuter Rail service, in particular, are of concern. More rolling stock is needed and early morning "reverse" trains need to be provided to cut down on automobile commuting. The reverse commute needs more attention especially as it can assist in positively affect environmental justice issues. Parking at the commuter rail stations is deficient. Non single occupant vehicle transportation to and from the commuter rail stations and places of employment (and private homes) needs more attention.

Bicycling and pedestrian needs to be more fully considered.

We thank you for your consideration of our input now, and we look forward to further commenting during the next phase of the Plan development.

Sincerely,

HATS Environmental Committee

Richard Canale (Co-Chair), Lexington
Lexington
Michael Bahtiarian, Bedford
Tony Galaitsis, Lexington
Julian Bussgang, (Co-Chair)
Bruce Campbell, Lincoln
Edward Rolfe, Lincoln

Public Comments and MPO Responses from Winter 2001 Outreach

Commenter:	Fred Moore, M.U.L.T.I. (Page 1 of 2) (January 2001 Comment Period)
Type of Comment:	Policy Issues and Project Specific Concerns
Abstract of Letter:	1) The CMS identification of bottlenecks and subsequent widening of them under the rationale of pollution mitigation creates larger congestion management targets in the future. All modal studies should not be listed together in the CMS section of the Roadway System chapter. Very few of the recommendations of CMS studies are ever implemented. 2) Rail trail conversions have questionable merit as transportation. More needs to be done to take advantage of the synergy between transit and cycles instead of confiscating potential transit corridors for rail trail conversions. 3) Direct air-rail connections should be planned. 4) The state should not maintain haul roads for the exclusive use of the trucking industry.
MPO Response:	1) The MPO does not agree with your assessment of the CMS. Federal legislation has mandated the CMS process to be carried out as one of the transportation planning activities of metropolitan planning organizations. Before recommending any roadway capacity-increasing projects, a thorough alternatives analysis must occur to justify a capacity increase. In terms of the implementation of recommendations developed as part of CMS-related studies, the MPO faces the challenge of any other metropolitan planning organization in balancing project needs and funding shortfalls. Admittedly, the Congestion Management section of the Plan may have been misplaced in the Roadway chapter since it entails and supports multimodal planning. 2) The MBTA's disposition policy for surplus rights-of-way requires the MBTA Real Estate Department, after identifying rights-of-way not used for freight or rail service, to canvas appropriate MBTA departments (Planning, Design and Construction, and Operations) and EOTC to determine if there is any future transportation need for the subject right-of-way. If it is determined that there is no future transportation need, the rail corridor will be identified as "surplus" and will become available to adjacent communities. 3) The states of New Hampshire and Rhode Island are currently planning direct connections between MBTA commuter rail service and Manchester Airport and T.F. Greene Airport, respectively. T.F. Greene Airport would also be served by Amtrak. At Logan Airport, improvements are being made to the Airport subway station as part of the Blue Line Modernization project, and a one-seat ride to Amtrak and commuter rail service at South Station is being implemented with AITC. Both of these projects are included in the 2000 RTP. 4) The 2000 RTP does not include any truck-only haul road projects. However, the MPO believes that the merits of such facilities must be judged individually. In some cases the rationale for removing trucks from local streets is justified based on local concerns or regional economic considerations.

Commenter:	Fred Moore, M.U.L.T.I. (Page 2 of 2) (January 2001 Comment Period)
Type of Comment:	Policy Issues and Project Specific Concerns
Abstract of Letter:	5) Gas taxes should fund capital expansion of transit modeled after the tobacco tax funding programs to reduce smoking. 6) The Green Line should be expanded to the north with several branches as is done in the west.
MPO Response:	5) The MPO has committed to explore and identify innovative financing options of transportation projects. Earmarking of state gas taxes is one method. However, it is the role of the Massachusetts state legislature to determine what the spending priorities are for money raised through the state's gasoline tax. 6) The 2000-2025 Transportation Plan Update includes the Green Line extension to Medford Hillside. The city of Somerville has expressed their desire for an alignment that better serves Union Square. A station in Union Square is included in the Universe of Projects, a list of all projects that were considered for inclusion in the Plan. The MBTA is currently working to update its Program for Mass Transportation (PMT). The PMT serves as the MBTA's long-range capital improvement program but it is unconstrained from a financial perspective. The analysis of projects for the PMT will influence both future RTPs as well as the MBTA five-year capital program. In addition, the MPO anticipates that the Unified Planning Work Program will have a study to consider the alignment of the Green Line Extension.

VIA FAX
6 PG
1 ATTACH

Multiple Use Local
Transportation Initiative [MULTI]
6 Ella Street
Saugus, MA 01906-1520
PH: 781-233-6247

January 4,2001

Central Transportation Planning Staff
Certification Activities Group
10 Park plaza Suite 2150
Boston 02116

RE: Boston MPO Transportation plan 2000-2025 Public comment

The extensive policy statements does demonstrates recognition that there is a consensus to move beyond the business as usual. However, the MPO is hobbled by the overlapping and redundant responsibility among the various mode specific agencies, in charge of their own modal "turf", that relegates the MPO to being a highway planning process with an extra roll of red tape, and a tower of babble public participation exercise. With all the noble rhetoric to inspire more environmentally sound land use patterns, we appear to be stuck in the rut of addressing highway congestion, with highway expansion, under the specious herald of "safety improvements".
The downside is that is it takes longer and longer to go from concept to construction than ever before, resulting in an ever increasing backlog of unmet needs and missed opportunities. Given the constrained by funding practice to make the short list, and get on a TIP, we now reduce the system to a ruthless "triage" where whole areas will be left to die or degenerate to fund projects where the MPO municipal leaders play a good game of politics. Since the pent-up demand continues to increase, projects will be of the crisis response type. Things will get worse before they get better. It was common knowledge from the 1970s that an expanded railway network, devastated by government highway sponsorship, would preclude the necessity for the second tier highway expansion that even now is waiting in the wings. But alas the poor MPO is at the mercy of parties not very interested in expansion of highway substitutes. The MBTA, has raised the practice of feasibility study as stalling tactic to a fine art. Therefore, local leadership will continue to seek roadway expansion without ever seriously considering alternatives, due to the relative ease of implementation.

Comments to statements on specific chapters/pages:
Chapter 2
First let us determine that land use is influenced by land mobility options. Air and Water requires a "portal" interface to reach a final destination. Highways tend to disperse while railways concentrate development around the stations, creating magnet and anchor zones.
In planning for growth, we must first recognize that transit services have not for the most part made the necessary expansion into the next concentric ring of urbanization beyond the original Metropolitan Transit Authority (inner fourteen) municipalities. Whereas the highway expansion of decades past provides sole access to most places, the trend of "mall and sprawl" will continue until built out, with the resulting congestion until incentives exist for inner ring suburbs to raise densities by funding roadway alternatives. Transit oriented development is not going to happen in a vacuum of local transit investment and when roadway expansion seductively easy .

CH 3: P.41
The observations about increased automobile ownership in cities where transit service is frequent and walking distances are short, should consider that due to decades of highway oriented development, many of the new development and destinations in the metro are unreachable by this stagnant transit system necessitating multiple household autos. Citing the operating costs on P.53 (ch4), the fixed overhead of automobile ownership increases cost per trip with less frequent use, thus creating further disincentives to use any alternative.

CH4: P.47
Congestion Management appears to serve the sole purpose of providing lifetime employment for number crunchers and paper pushers to precisely quantify just how dysfunctional highway mobility is becoming, and to make the process of revising ground mode priorities drag out as agonizingly long as possible. No doubt the information will be at the heart of the funding "triage", but identifying roadway bottlenecks and widening them under the rationale of pollution mitigation invariably creates a larger CMS target further up the pike. Under Planning studies, all modal options have been lumped in this chapter on the roadway system, indicative of the mindset within the planning process. The ratio of studies conducted vs. plans implemented gives a good indication of how serious we are about addressing the situation. (not very)
The Lower North Shore Transportation Improvement Study Is a prime example of talking the talk and not walking the walk as outlined in ch. 1
First is the Gerrymandering of the North Shore. Both Lynn and Saugus, being excluded from the North Shore subregion, are considered "Inner core" by the MAPC, but were also excluded from the "lower North Shore" study area although a proposal for a substantial highway widening fell within the borders of Saugus. The net result will be dumping more vehicular traffic further North along Route One and creating a brand new even larger bottleneck, requiring even more costly remeidation. Then there is flawed modeling. A passing mention was made to extension of the MBTA blue line to Lynn, however no modeling is shown using possible transit expansion alternatives, nor are land use scenarios taken into consideration from all the excessive highway construction. The name of this document is a misnomer, it should have been called a highway study, and demonstrates the following:

- Local officials cannot think out of the (big) box when it comes to land use, or alternatives. merely wanting to emulate "mall & sprawl" office park suburbs because that is where the funding exists. A prime example of this is the proposed Telecom City sponsored by the Mystic Valley development commission.

- opportunities to do something really creative, and expand the destination envelope of the off road metro mass transit system, are being brushed aside in favor of more 1960's style highway oriented development with transit being a mere shuttle bus afterthought. I suggest reading the MEPA document on Telecom City

- The state level agencies and those who control the money will pander to environmentally unsound and unsustainable land use policies.(all the carrots are coated with asphalt) The past few years highway projects have been expedited while transit projects languish, giving the highway mode a head start to compete with transit after the land use patterns have been set in place by the highway oriented development.

Page 3
CH. 5
It is very difficult to retrofit a bus or other transit service to highway oriented development, resulting in only users by default as the service will not be time competitive or convenient. "Bus rapid transit" is an oxymoron; the most outlandish abuse of terminology since German Democratic Republic. The most bizarre perversion is now the transit authority is now going to use scarce capital funds to construct roadways. Dual mode busses although "sexy" will be as expensive as a light rail vehicle, higher maintenance, and less durable. The assumed cost savings will melt away soon after the bus tunnels are up and running.
This MBTA's long standing fear and loathing of light rail is nothing less than "trollocaust" .The Authority's Rationalizations against light rail are deceptive. There are electric tram lines in Antwerp and Prague with streets narrower than the street running portions of the green line now out of service.
CH. 6
In the places where cycle use is prolific, the street layout and land use patterns support cycling, Outside of the more backward nations, These places have high quality mass transit usually in the form of an electric railway of some sort, to create the center of gravity for the patterns conducive to cycling. Cycling on sidewalks should be permitted where the speed differential between cycles and vehicular traffic is greater than a 2 to 1 ratio and pedestrian traffic is sparse. Indeed, the multi use path functions as a sidewalk without the street. ADA standards have effectively turned every sidewalk into a cycling trail. (The Netherlands even has trails within the ROW of limited access highways. The majority of attention appears to be devoted to rail trail conversions. These facilities have questionable merit as transportation, unless the same level of service is offered as on the roadway system as a 24 hour all season transportation facility, namely snow removal and lighting. To fail to do so is an admission rail trails have been downgraded to linear parks, and should not receive transportation funding. The proposed regional trails are in host communities that are not under any obligation to demonstrate promotion of the cycle as a modal option, by modification of land use policy or excessive cul-de-sac layouts, nor is any evidence required that car trips will in fact be diverted to bicycles by presence of such a trail. A rail trail and concurrent commuter rail proposal on the Central Mass. line, shows double standards and an anti rail bias. Where the railway study was required to count how many particles of pollutants would not go into the air due to modal diversion, the rail trail study was totally unencumbered by any requirement to do so, or even demonstrate its merits as a transportation facility. Reading the public comments on this project, a rail trail appears to be a convenient method of permanent railway eradication. The "Bike to the Sea" study was much too narrow in scope, failing to embrace the "3C" process by allowing the recreational cyclist advocates to stonewall those who supported a more multi-modal approach to redevelopment of this corridor. Incremental improvements to connect dead ends streets (P. 81) would be the most cost effective way to promote a bike friendly environment. Local CH. 90 funding should not count local streets that are not through ways as an incentive. Local zoning laws should also be considered. Pages 82-86 shows the CTPS has a handle on the problems faced by cyclists. However, this insight apparently never made it to the Lower North Shore Transportation study, where access to transit by cycle would still be poor, and several proposed trails dump a cyclist right into the unfriendly environments cited on these pages. More needs to be done to take advantage of the synergy between transit and cycles instead of merely confiscating potential transit corridors for rail trail conversions.

Page 4
CH 7:
The only truly seamless intercity mode is in fact a private automobile on a highway. All others must make efforts to make the intermodal transition as smooth as possible. with aircraft dominating the long distance market, what needs to be improved is the groundside connections and to optimize use of limited airside capacity to minimize the need for expansion.
The weak link in all the airports in the region and most of the nation, is the access road. Efforts to promote groundside mass transportation connections using feeder busses will be limited by the inherent unreliability due to the chaotic congestion that these roadways frequently experience. The time is now to plan for direct air /rail connections, not only at Logan but between this and the other regional airports. Not only would this expand diversity of modal options for groundside connections, routing high speed rail corridors directly to the air terminals will reduce the need to expand airside capacity for distances of 400 miles and less. A connection such as this one could also be used as a feeder/distributor system that would be immune to the problems of roadway congestion and delays. This is a common practice in many European airports. Lufthansa airlines offers connecting "flights" that are in fact special trains from Frankfurt Flughaven. New England has European distances and densities, and should emulate some of their practices. The Massport mentality of addressing airside congestion from short distance flights with a new runway, is like dealing with obesity with a larger pair of trousers.
CH. 8:
The state is apparently going to get into the business of directly subsidizing the trucking industry by maintaining haul roads for their exclusive use. This practice along with a failure to implement the provisions of chapter 161c is a policy blunder. Diesel trucks are a major source of pollution, roadway congestion, and environmental deterioration. Giant 53 foot trailer rigs are lumbering along local streets to make less than truck load deliveries, even though too large for the street layout. One railway freight car can handle the equivalent of three tractor trailers at a quarter the fuel consumption per ton mile. Several local businesses I am in contact with, desire door to door shipments by rail but cannot get it, and fear rail trail conversions will finish off low volume freight lines for once and for all. the missing links in the railway system will not only kill the port of Boston, but making the final delivery as a truck from Beacon Park and Ayer, is aggravating problems in the places of highest congestion destroying the streets faster than they can be repaired. If the trucking interests want roads for their exclusive use, they should buy the land, establish a right of way, and directly pay for construction, maintenance, and real estate taxes.
CH. 10 P. 122
Future vision: looks like retro vision. Some of these ideas have been kicking around since the days of the Boston transportation planning review, as substitutes for the highways that were canceled. In the absence of implementation, there is now a renewed called for more highway expansion and hindsight "should have"carping about the cancelled highways. others have been able to go to the head of the queue due to the political clout of the legislative districts South of Boston. Non highway Ground transportation must be able to be considered on an even footing with highways. the foundation for this can be laid now following some basic principles.
Instead of concentrating on mega projects in city center, adopt a NASA style better, faster, cheaper, approach to building up use,and therefore a customer base in the metro area,where the last round of roadway expansion happened. Extend lines incrementally. Stop rewarding sprawl land use patterns through knee jerk highway funding (p183). Rebuild the railway network to a degree is was before the government highway programs put large parts of this out of business. Build the system based on the principles of,

Page 5

Compatibility with existing facilities in place and possible future expansion. Versatility, to be readily converted to other railway technologies with minimal cost and disruption. (Light rail to rapid transit for example.)(diesel multiple units on freight lines) Expandability, to cost effectively grow the system building upon what is already there, without rendering previous constructions obsolete.

CH 11 If the political will existed, the funding would be there. New development should finance railway lines in public private linkages, not just pay for new exit ramps. The transit system is chronically underfunded. Gas taxes should go to capital expansion, modeled after the tobacco tax, funding a state program to induce people to stop smoking. Sales tax revenue will be problematic as it is not linked to transportation use or demand.

CH. 12
The environmental justice issue is merely another manifestation of the general dissatisfaction with the state of affairs as it currently stands. The perception that there is a near universal sentiment that one sector or another is underserved of neglected, shows that the transportation policies of the past are running on empty down the road to ruin. Rosa Parks won the right to sit anywhere on the bus she wants to, but the busses do not go to many places anymore. Roxbury has better service than Lynn, but gets all the media attention. perhaps the MPO is seeking to make Lynn the designated slum by perpetuating poor access in order to keep real estate values down. Again the funding "triage" in action. We all know the political clout is; in the 1960's highway suburbs, whose sense of entitlement will maintain the status quo. Cleaner busses will have a negligible effect with the assumptions of increased truck traffic in the area combined with the state sponsorship of "haul roads" .

Page 156
Bridge designations on Route One in Saugus are in error. The Walnut Street Bridge was replaced in 1963 after a tank truck fire and is in good condition. Local politics is pushing for reconfiguring the ramp geometry in violation of the intent of CH 87 (Bicycle access).
The Main street and Essex street bridges although given a temporary patch in 1993, are still of the 1937 design, and are most definitely functionally obsolete, and will be more so should the recommendations of the Lower North Shore Transportation study be implemented.

Page 184
If Hingham wants to bloat the capital cost of the Greenbush project with a gold plated tunnel, they should pay for it. If this were a highway, it would be built by now.
Page 185
Expansion of green line should be even more extensive to the North with branches radiating in a semicircular arc. Suspending service on the E line was a true act of authority deception just like suspension of the A line years before. Green line will operate properly if restored to the original four track configuration with added lines feeding into it.
Red line Blue line connector: When surface cars used the blue line tunnel until 1924, a portal allowed through routing to Cambridge. This connection would relive overcrowding on the Green line between Scolly and Park Street and grow ridership on a North Shore to points West travel pattern, within the rapid transit envelope.

A pedestrian connection is unsuitable. The MBTA is trying to kill this one and how they are doing it is by looking at the Cambridge to airport pattern only. (source: Dennis Di Zoglio of capital planning; statement at public meeting)
Silver Line-Transitway 2, Section B:
The description of this project assumes the re-use of 2000 feet of out of service tunnel under Tremont street . This tunnel is made of brick in an oval cross section, and it is doubtful that the articulated busses envisioned for the service would be able to negotiate its confines. Removal and replacement to accommodate the new service is unnecessary and not cost effective. The proposed vertical transfer from a Boylston under station would be greatly more costly and less functional than the cross platform transfer currently in place. Light rail vehicles are able to negotiate sharp curves and tight clearances precisely, and reliably using a durable low technology. The estimated completion date appears overly ambitious and seems to be part of a continuing pattern of contradictions regarding the entire Silver line concept, along with potential capacity problems, safety issues of operating busses using bottled gas in a tunnel, assumptions of an adequately developed vehicle, assumed cost savings over the life of the facility, and a non existing current travel pattern that would be inferior to a ring corridor.
Page 186
Low emission busses:
Appears that North Shore will receive the Roxbury diesel Hand-me-downs There is a significant safety issue in regard to operating bottled gas fueled busses in vehicular tunnels
Automatic fare collection:
Recommend expedite system that gives incentive to using connecting rapid transit to street running services by distance zones through a system of discounts.

More proposals will be forthcoming under the future vision over the next few months to various public forums. Thank you for this opportunity to participate in the planning process.

Fred R. Moore

MULTI Director

PLEASE SEE ATTACHMENT
FROM TOWN OF SAUGUS

W/ ATTACHMENT

TOWN OF SAUGUS
MASSACHUSETTS

BOARD OF SELECTMEN
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JANETTE FASANO, CHAIRMAN
RICHARD J. BARRY
JON C. BERNARD
CHRISTIE CIAMPA
ANTHONY COGLIANO

WENDY L. REED, CLERK

RESOLUTION

The Town of Saugus hereby endorses "Design alternative Three" as published in the "Bike to the Sea" enhancement application of February 23 1998, and subsequently recommended by Metropolitan Area Planning Council (MAPC) enhancement committee for planning funding in fiscal year 1999. This design alternative, which retains a functional railway within the corridor for its entire length, would be the option most beneficial to the citizens of the Town and adjacent municipalities: Such a plan would maximize the transportation options to the Town for the present and in the future, as well as allow for timely implementation. This resolution is consistent with the "urban ring" resolution of 1998, that recognizes proactive policies promoting diversity of transportation modal options, encourages more environmentally friendly travel and land use patterns. The Town further recognizes that off road mass transit increases bicycle usage as a transportation option, which is the stated intent of the Commonwealth of Massachusetts Executive Office of Transportation and Construction (EOTC) for planning and funding such facilities.
The Town shall take every opportunity to make this resolution known to the relevant regional and state agencies, as well as elected representatives.

This resolution was passed by the Saugus Board of Selectmen on the 7th day of October, 1998.

signed by

Janette Fasano, Chairman
Saugus Board of Selectmen

Public Comments and MPO Responses from Winter 2001 Outreach

Commenter:	John Deacon, Sierra Club (Page 1 of 2) (January 2001 Comment Period)
Type of Comment:	Policy Issues and Project Specific Concerns
Abstract of Letter:	1) Usage of the term "Silver Line" should be discontinued until there is a funded or fully-designed connection between the Transitway project and the Washington Street Replacement service. The compliance of the Silver Line project with Title VI of the Civil Rights Act of 1964 is questioned. The term "Bus Rapid Transit" needs to be clarified. 2) The MPO needs to analyze the impacts of major projects under study like the Urban Ring and North South Rail Link on each other.
MPO Response:	1) The requirement to seek federal New Start funds for Silver Line, Phase 3 is part of the recent consent decree between EOTC and DEP. While this requirement is in effect, the MPO will continue to consider both the South Boston Piers Transitway and the Washington Street Replacement Service as components of the Silver Line. The FTA and the MBTA consider the Silver Line to be bus rapid transit. Therefore, the MPO will continue to refer to it as such. 2) The CTPS travel model allows for the evaluation of major projects on one another. When CTPS analyzes the impacts of a major project like the Urban Ring, it does so by including in the model all future projects which are reasonably projected to be in use by the year being modeled. Since it is not yet clear that sufficient funding will be located to build either the Urban Ring Phases 2 & 3 or the North South Rail Link, it is imprudent to assume the existence of one when modeling the impacts of the other. Both projects are included as illustrative projects in the 2000-2025 Transportation Plan Update. An illustrative project is not in the recommended plan because there is not now sufficient revenue to fund it. Should the MPO either identify additional funds sufficient for the construction of both facilities, or decide to model an "unconstrained to revenue" network of projects, then the impacts of both projects on one another could be measured.

Public Comments and MPO Responses from Winter 2001 Outreach

Commenter:	John Deacon, Sierra Club (Page 2 of 2) (January 2001 Comment Period)
Type of Comment:	Policy Issues and Project Specific Concerns
Abstract of Letter:	3) The lack of long-term parking at South Station and Back Bay Station needs to be addressed in order to maximize the usage of high speed rail as an alternative to air travel. 4) The MPO, EOTC, and the FTA are criticized for not releasing a creditable draft MIS/EIR/EIS for the North South Rail Link. The Sierra Club has concerns with FTA and MPO characterization of the Rail Link as a "local transit" project. A statewide rail development office is needed to deal with both freight and passenger rail issues. 5) Additional transit measures should be included in the Environmental Justice section of the Plan. 6) Attention needs to be focused on the issue of "stealth highways" within the Boston MPO. 7) The MPO should measure the impact of telecommuting on commuter travel patterns.
MPO Response:	3) The construction of a significant amount of long-term parking at either South Station or Back Bay would be very expensive. The merit of such a facility is also questionable, given the level of accessibility to both locations by bus, commuter rail and subway, and the availability of long-term parking at Route 128 Station in Westwood for those unable or unwilling to use public transportation to access Amtrak service. 4) The release of an MIS/EIR/EIS for the North South Rail Link is the responsibility of the MBTA, not the Boston MPO. The MPO has not classified the North South Rail Link as a "local transit" project. EOTC currently provides policy guidance on statewide rail issues. 5) The environmental justice measures contained in the previously adopted 2000-2025 Regional Transportation Plan, which were intended to be a beginning step in an ongoing process, included separate information on the access to the bus system and the rapid transit system, as well as a comparison of performance measures across mode. During the development of the 2000-2025 Plan Update, the MPO developed, with the assistance of the Environmental Justice Ad Hoc Committee, additional measures including a measure of on-time performance. The MPO is committed to an ongoing analysis of environmental justice issues including an analysis of financial investments. 6) The term "stealth highway" is a Sierra Club creation. The 2000 Plan makes no mention of designated commuter routes, nor does the MPO have any role in designating a route as such. 7) The MPO shares your interest in learning more about the effect recent changes in technology have had on travel patterns. Unfortunately, federal census journey-to-work data will not be released until 2002 at the earliest. Until this census data is released or updated household travel survey information is available, the MPO has no way to measure these effects. It should be noted that even extremely optimistic projections forecast that less than 5% of the working population will telecommute. Given that home-based work trips make up less than half of all trips, the effect of telecommuting on overall travel patterns is likely to be limited.

Massachusetts Sierra Club

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Transportation Plan, c/o CTPS
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116

January 5, 2001

Re: **Circulation Draft of the 2000-2025 Transportation Plan for the Boston Region**

The Sierra's Club's comments on the pending **Circulation Draft** will basically mirror our comments on the MPO certification process submitted in September of 2000. Since we see little improvement in the Commonwealth's approach to several major issues - most notably in the area of environmental justice - the Club recommends the rejection of the "interim" Transportation Plan for the Boston MPO until immediate and real measures are taken to address the following issues.

Our primary concern is the continuing failure of the Commonwealth of Massachusetts to provide a true Replacement Transit Project for the former Orange Line rapid transit service to Dudley Station in Roxbury as part of the Southwest Corridor Project; and the misrepresentation of the so called "Silver Line" project as either an obtainable or adequate substitution for this service.

Martin Luther King, Jr. on Urban Transit and Civil Rights

"When you go beyond the relatively simple though serious problems such as police racism, however, you begin to get into all the complexities of the modern American economy. Urban transit systems in most American cities, for example, have become a genuine civil rights issue-and a valid one-because the layout of rapid transit systems determines the accessibility of jobs to the black community. If transportation systems in American cities could be laid out so as to provide an opportunity for poor people to get meaningful employment, then they could begin to move into the mainstream of American life. A good example of this problem is my home city of Atlanta, where the rapid transit system has been laid out for the convenience of the white upper-middle class suburbanites who commute to their jobs downtown. The system has virtually no consideration for connecting the poor people with their jobs. There is only one possible explanation for this situation, and that is the racist blindness of city planners."

Martin Luther King Jr., from an essay published posthumously - "A Testimony of Hope" - 1969

While, on paper, the "Silver Line" would connect the South Boston Piers Transitway with the Replacement Transit Project (a.k.a. Washington Street Replacement Service), the unfortunate truth is that ***there really isn't any "Silver Line," and usage of this term should be discontinued.*** There is only the South Boston Piers Transitway Project between the South Boston Piers area and South Station, with an extension to Boylston Street Station. ***There is no funded or fully designed connection between the Transitway Project and any proposed Replacement Transit Service and, unless the state actually constructs such a connection between the two projects now, the term "Silver Line" will remain a public relations ploy to cover the lack of transit investment in some of the most disenfranchised neighborhoods in the city of Boston.***

It's important to note the differences in funding priorities for the two ends of the so called "Silver Line." On the South Boston Piers Transitway end, no amount of money(600 million and counting/180 million over budget) or effort is being spared to ensure that a primarily grade separated right of way, in tunnel, complete with underground stations, will be constructed between South Station and the World Trade Center, with a direct connection into the subway system from day one. On the Washington Street

end, the MBTA is proposing to spend transit dollars on what is nothing more than a roadway rebuilding project and the ***routine*** purchase of newer vehicles for the inadequate replacement bus service in place since 1987.

No surface bus running in mixed traffic over the entire route was acceptable for the very well connected landowners and potential developers (including the Massachusetts Port Authority). If the Convention Center had been a reality when planning for the Transitway was underway, we have no doubt the tunnel would have extended to this site as well.

As it now stands, South Boston Piers Transitway service will, at times, be extended a short distance over surface streets in order to access the new Convention Center. This will be in addition to a short extension beyond the portal to a surface loop for the Transitway Buses.

Although South Boston neighborhood residents may someday enjoy the benefits of the eventual through routing of the MBTA's number 7 bus, from City Point into the Transitway tunnel to South Station, this was not the primary reason for the construction of the Piers Transitway. Even Massport's proposed AITC Logan - South Station service, via the Transitway, is an incremental addition predicated on the development of a dual mode vehicle that can operate in both the Ted Williams and Transitway tunnels.

There is little doubt for whom the South Boston Piers Transitway was actually built. It is part of the significant public infrastructure investment in the South Boston Waterfront area of Boston. Developers of property adjacent to Transitway stations can now significantly reduce their need for garage space, and increase densities and profits, based on the existence of a strong transit link into the area. Though the public, as a whole, also benefits from reduced traffic flows and improved air quality, some low income and minority populations may actually experience a reduction in their quality of life due to an unequal distribution of resources throughout the Boston metropolitan area.

It also will come as no surprise if funding for Phase Two of the South Boston Piers Transitway will shortly become available. Better connections between the hotels and shopping areas of Boston's Back Bay and the hotels and Convention Center located in the emerging South Boston Waterfront district has long been recognized as something that needs to be accomplished. The extension of the South Boston Piers Transitway Project to Boylston Station would reduce the number of transfers necessary to travel between the Back Bay and the Waterfront.

Of course, the primary beneficiaries of all this public investment (both state and federal) have not been, and will not be, the neighborhoods of Roxbury, Dorchester and Mattapan. It will, therefore, come as no surprise that there will always be insurmountable difficulties, lack of funding, and any other number of reasons why it won't be possible to connect Washington Street into the Silver Line system. This is a reasonable assumption based on the long history of the Replacement Transit Project.

The wisdom of public investment in transit projects is not at issue here. The Club has long taken the view that such investments in projects that reduce our reliance on the use of the automobile, especially for single occupant peak hour commuting trips, are both environmentally and economically cost effective.

The issue continues to be whether this investment in a public project benefits all parties equally, or if certain groups (landowners and developers along the South Boston Waterfront; suburban commuter rail riders into South Station) with a vested interest in the construction of the so called "Silver Line" are getting a disproportionate share of the benefits, while Boston neighborhood residents, many of them members of minority communities living in economic enhancement zones, get little or nothing in return.

If indeed, the same expenditure of public funding had been made on the other end of the so called "Silver Line," and utilizing the same mode, then we would be witnessing the impending completion of an underground bus tunnel between Boylston Station and Dudley Station with a new underground station and turn around loop underneath Boylston Station; several new underground stations along Washington Street; and a new underground station at Dudley Square with a portal to the surface.

Perhaps a short surface extension of the new Silver Line to Egleston Square would duplicate the short surface extension of the other end of the Silver Line between the World Trade Station and the Convention Center. There might even be consideration of through routing some trips of one of the heavy neighborhood bus routes, such as the number 23 from Ashmont Station, through the Silver Line tunnel to Boylston Station - This would duplicate the proposed extension of the number 7 route, from City Point in South Boston, into the other end of the Silver Line system at South Station.

There would be, of course, no connection between the two ends of the Silver Line system between Boylston Station and South Station, as this has yet to be funded. However, there would be no doubt that if such a connection were to be built there would actually be a Silver Line system extending from Dudley Station in Roxbury to the World Trade Station on the South Boston Waterfront.

The residents of Roxbury, Dorchester, and Mattapan ***have been waiting since 1987*** for a true replacement service for the former rapid transit service operated to Dudley Station in Roxbury. The Commonwealth is now proposing a completion date of 2010 for the entire "Silver Line" project between Roxbury and the South Boston Waterfront, including a tunnel connection to Washington Street. This is , of course, contingent on future federal funding with no guarantees that such funding shall be forthcoming for the tunnel connection to Washington Street.

If the MBTA continues to pursue this charade of a "Silver Line" system, and given the significant disparity in funding between the two ends of the "Silver Line," we question whether any portion of the "Silver Line," including the section now under construction between South Station and the South Boston Waterfront, ***should receive any further federal or state funding*** until the first phase of a true Replacement Transit Project is completed to Dudley Station in Roxbury.

Is the proposed action in compliance with Title VI of the Civil Rights Act of 1964 and its implementing regulations, as well as the provisions of the Clean Air Act?

The connection of the South Boston Piers Transitway with the Replacement Transit Project, if only on paper ***and if only to maximize federal funding possibilities***, has clearly illustrated the significant differences in funding priorities between the two ends of the so called "Silver Line' system. We question whether or not this would make the entire so called "Silver Line" project an example of a federally funded project not in compliance with Title VI of the Civil Rights Act of 1964 and its implementing regulations. In this case would any portion of the so-called "Silver Line" system, between the South Boston Waterfront and Dudley Station, including the section now under construction, qualify for funding from any federal agency? More importantly, should the Boston MPO be routinely certified when it refuses to commit to the immediate funding and construction of a true Replacement Transit Project? Should the Boston MPO receive any federal transportation funding until it puts its own house in order?

Has Region One of the Federal Transit Administration adequately represented the interests of low income, transit dependent, communities of color contained within the Boston MPO?

In recertifying the Boston MPO, it will be necessary to ascertain the FTA's role in determining federal investment polices in low income, transit dependent, communities of color contained within the Boston MPO. As such this should be a review of Region One of the FTA as well as the Boston MPO.

Is there a true or overwhelming community of interest between the communities served by the so called "Silver Line" Washington Street Replacement Transit proposal and the South Boston Waterfront?

Earlier studies done on possible alternatives for the Washington Street corridor demonstrated that most replacement service customers from the communities of Roxbury, Dorchester and Mattapan would be attracted to a Green Line alignment paralleling the Orange Line through downtown Boston, ***hence the emphasis on a Green Line replacement strategy***. If such a market, between the neighborhoods of Dorchester, Roxbury and Mattapan, to the South Boston Waterfront district and Logan Airport, through Dudley Station, now exists ***then why isn't the MBTA's CT3 bus now serving this market at all times***?

This issue is also pertinent to the MBTA's proposed "Urban Ring" project now undergoing a Major Investment Study(MIS). Will the Urban Ring Project be truly a way to improve crosstown transit connections for everyone or will it operate as a very expensive shuttle system for the institutional communities along its route, bypassing the folks in the neighborhoods, are questions that still need to be answered. The precedence of a precursor circumferential bus network(which is what the three CT bus routes are supposed to represent) bypassing a major neighborhood transit center such as Dudley Station raises serious issues about inclusion for all stakeholders in a publicly funded transit system.

The Club had envisioned the Replacement Transit Improvement Project as a strong and direct radial transit connection into, and through, downtown Boston by way of the MBTA's Green Line Central Subway system. We also recognized the synergy between this vision of a true Washington Street Replacement Service project, and improved circumferential transit service as represented by the proposed Urban Ring project. However, the reality appears to be a transportation policy that marginalizes and disenfranchises both radial and crosstown transit riders originating in Dudley Station or traveling into Dudley from the neighborhoods of Roxbury, Dorchester and Mattapan.

The South Boston Piers Transitway Project

It can be argued that more of a community of interest exists between the Back Bay and the South Station/ South Boston Waterfront districts, than exists between much of the Replacement Service corridor and the South Station/ South Boston Waterfront districts. There has been a great deal of recent interest in exploring various strategies to better connect the Back Bay with the South Boston Waterfront/Convention Center. There are proposals to run commuter rail shuttles between the Back Bay and the South Boston Waterfront/Convention Center; the operation of a vast fleet of private shuttle buses; the construction of various roadway options, among others.

As a consequence, ***it might be appropriate at this time to take another look at the MBTA's plans for the South Boston Piers Transitway and re-evaluate their effectiveness based on future needs.*** Does it make any sense to connect the South Boston Piers Transitway to the Replacement Service Project when the overwhelming transfer demand may come from the Green Line Central Subway lines entering downtown Boston through the Back Bay?

MBTA Transitway services should be operated with all electric vehicles from day one

Since a significant portion of the South Boston Waterfront, including the Convention Center, will be affected by the South Boston Piers Transitway system operating on the surface, the MBTA's original choice of all electric vehicles, either ETB's (electric trolley buses) or LRV's (light rail vehicles), would minimize both noise and pollution impacts in the immediate area. ***The negative impacts of overhead catenary construction necessary to support LRV or ETB operations in this area have been given far more weight than is prudent given the significant air quality benefits these vehicles will provide.***

The refusal of the Boston MPO, the Executive Office of Transportation and Region One of the Federal Transit Administration to complete and release a creditable draft MIS/EIR/EIS for the North South/Rail Link.

Background

When discussions first began about depressing the Central Artery through downtown Boston, it was fully realized that any improvements in traffic flow would soon be eclipsed by the continued growth in traffic, especially during rush hours. Without other ways of moving large numbers of people, instead of automobiles, into and through Boston, the wisdom of investing large amounts of public funds to construct the Central Artery/Third Harbor Tunnel projects would remain questionable.

In the early nineties, and with the support of then Governor William Weld, a Central Artery Rail Link Task Force was commissioned to further study the possibility of including the Rail Link in the Central Artery corridor. Its conclusion was that such a tunnel was both feasible and necessary and recommended that preliminary engineering and construction commence as soon as possible to ensure that the right of way for the Rail Link not be infringed on.

Where does the Project now stand?

When the results of the Task Force were published, a sum of four million dollars was appropriated by Amtrak for the necessary environmental studies, as well as a Major Investment Study(MIS) - a requirement for any project of this size. The release of the draft conclusions for these studies is now two years behind schedule, although most of the necessary work was completed some time ago.

Interestingly enough, the estimated cost of the project has fallen since the original Task Force report was first issued in 1993. While the original concept called for the complete electrification of the commuter rail network due to the necessity of operating through the Rail Link tunnel, new advances in rail technology make this unnecessary, resulting in significant savings.

With this development, the present cost of the Rail Link now stands at approximately 3.68 billion dollars, with much of this amount going towards station construction and equipment acquisition. While this may seem to be a large amount of money, there is an important consideration that has to be kept in mind - It's going to cost a lot not to build the Rail Link. Although still not in final form, the financial feasibility portion of the Major Investment Study will attempt to quantify the costs associated with not building the Rail Link.

The reason for this is not complicated - it's simply a matter of capacity. Given present ridership trends on both the MBTA rapid transit and commuter rail lines, the ability of these services to remain as viable commuting alternatives is being stretched pretty thin. At South Station alone, the costs of expanding capacity to adequately serve both future Amtrak and MBTA commuter rail needs, without the Rail Link, will be significant. At North Station, the situation isn't as serious in the short term, but even here, future capacity constraints will be expensive to rectify.

Because both North and South Stations are terminal stations, the efficiencies inherent in being able to through route trains, without the necessity of reversing direction and operating against the flow of traffic, cannot be realized.

But, by far, the most serious and costly capacity issues revolve around the very limited resources that can be dedicated to the movement and storage of automobiles; especially at peak commuting times. Without viable and cost effective alternatives to moving large number of people at peak periods, the City of Boston will effectively turn into a traffic choked nightmare for much of the day. This worsening congestion will neither make Boston nor its neighborhoods a better place to live, visit, or do business in.

Funding And The Future Of The Rail Link

It's always been recognized that the Rail Link would have to tap into a great many revenue streams, both public and private, in order to be constructed, especially in light of other funding priorities the state may have.

Although never intended to be primarily an MBTA project, but due to the vagaries of funding, the four million dollars that Amtrak received for further study of the Rail Link ended up being administrated by the MBTA. This led to the MBTA financing people to try and fit the Rail Link into Federal Transit Administration funding categories, where it doesn't fit. Unfortunately, this has led to a unintended consequence of the Rail Link being considered by some as a local transit project, competing with other local transit projects.

In reality, although the project will do much for Massachusetts, the Rail Link is a multistate rail passenger project. Financing for this project will reflect changes in how public projects, especially those that are regional in nature, are being funded, not only here in New England, but throughout the entire country. States can no longer afford to sit back and simply wait to see what funding categories are available and do planning based on those criteria alone.

Due to the efforts of Senator Kennedy, the appropriation of an additional 500 thousand dollars to complete the draft Rail Link study was secured in last year's budget. Unfortunately, this funding hasn't been released by the FTA as of this date.

An outside and unbiased review of the financial implications of constructing the Rail Link, funded by this last appropriation, is critical to the successful conclusion of the Rail Link study process. With this review as a guide, the State then needs to designate who will actually build the Rail Link, and set the timetable for its construction.

The Club continues to have serious concerns regarding FTA and MPO characterization of the Rail Link project as a " local transit" project and question their impartiality in directly administrating the financial feasibility portion of the study. Many members of the Citizen's Advisory Committee convened by the Massachusetts Secretary of Environmental Affairs to review the results of this study had understood that Amtrak would both choose and direct the consultants hired to produce this last, and most critical element, of the study.

The inability of the Boston MPO or the Massachusetts Bay Transportation Authority to administer a regional passenger and freight rail network

The concerns arising from the North/South Rail Link planning process has highlighted an obvious shortcoming in the present MPO structure within the Commonwealth - The lack of a statewide rail development office to deal with both freight and passenger rail issues impacting not only multiple MPO's, but also adjacent states.

Why upset the status quo? Well, the Massachusetts Bay Transportation Authority (MBTA), even after its recent expansion, is just the local transit authority for a portion of the eastern part of the state. Back when the commuter rail system was much smaller and contained wholly within eastern Massachusetts, and the future of intercity passenger rail initiatives was unclear, it made sense for it to be placed within the MBTA system. However, it is now clear that the commuter rail system is evolving into a multi state regional rail system and has outgrown the relatively tight constraints of both the MBTA and the Boston MPO organizational structure.

Future Amtrak passenger rail development also needs to be better coordinated within Massachusetts and throughout the rest of New England.

The refusal of the Boston MPO to analyze major projects undergoing study as to their impacts on each other

Three of the major proposed regional rail/transit projects contained within the boundaries of the Boston MPO: the Urban Ring; North Shore Transportation Study; and the North/South Rail Link, all seem to be deliberately precluded from any analysis of their impacts on each other. What you end up with is a funding race where one project "wins" and the others lose. Not the best way to determine policy or allocate resources.

The Club is particularly concerned about the absence of any coordination between the North Shore Transportation and Rail Link studies as to the potential of the Rail Link to meet, or even exceed, many of the cost/transportation/air quality goals set for the North Shore study.

Although these three projects are referenced as Future Vision Projects in the Circulation Draft, a full description of each project is needed and some attempt must be made to see how each project would interact with the others.

The need for both the Federal Transit Administration, the Boston MPO, and its agencies, to clarify what is really meant by the term "Bus Rapid Transit".

The present usage of this term by both Region One of the FTA and the Boston MPO is so nebulous as to be almost meaningless. The development of modern bus technology, including such features as automated stop announcements, low floors, alternative fuels global positioning devices, among others, while potentially resulting in a better product, doesn't change the basic fact that a bus operating in local traffic isn't "rapid transit."

This isn't an argument against the concept of BRT(Bus Rapid Transit) as an alternative to other modes, but is simply a plea to define the term so that that the general public has some idea of what is truly being proposed. The term "***rapid transit***" to most people means a high capacity, grade separated transit system complete with prepayment stations, and not simply a bus with, as the MBTA puts it, "bells and whistles." Light Rail is usually referred to a Light Rail Transit to differentiate it from rapid transit. Although both are rail technologies, it's obvious that Light Rail isn't rapid transit, although both modes share many of the same characteristics, and the term Light Rail Transit helps to both define and clarify these differences.

This issue, within the Boston MPO, is the usage of the term BRT as applied to local transit projects such as the so-called "Silver Line" and the Urban Ring.

It's obvious, as pointed out earlier, that there's a significant difference in the two ends of the so called "Silver Line" project. On the South Boston Piers Transitway end a BRT grade separated tunnel with prepayment stations is being constructed; while on the Washington Street end a bus running in mixed traffic is being offered up as "rapid transit"- the inference being that both are equal services. Obviously they aren't, resulting in ***different standards*** being applied to ***different populations***.

As for the proposed Urban Ring, the issue has been raised as to what communities will actually get what type of service. Will Boston neighborhoods east of Ruggles Station actually receive the same

inclusive and high quality service as will Brookline and Cambridge; or will they be the recipient of the same inadequate bus services they now experience, albeit under the guise of "Bus Rapid Transit," while a separate and unequal rail based Urban Ring bypasses these very same neighborhoods.

The precedence of a precursor circumferential bus network(which is what the three CT bus routes are supposed to represent) bypassing a major neighborhood transit center such as Dudley Station raises serious concerns about inclusion for all stakeholders in a publicly funded transit system. Is the Boston MPO practicing a form of transportation apartheid?

The refusal of the Boston MPO to adequately respond to community concerns over transportation investment decisions, especially in low income, transit dependent minority neighborhoods.

Investment decisions impacting these communities are made without involving all stakeholders, and a predetermined result is forced by simply delaying any action until conditions deteriorate to such a point that any action is preferable to the status quo. Legitimate community concerns are ignored and a policy of divide and conquer is used in an attempt to pit community against community until the desired, but unexpressed, goal of minimum capital investment in public transit for certain communities is realized by the state.

The understandable result is a severe lack of faith in the ability of the Boston MPO to conduct an unbiased, creditable planning process that is truly representative of the transportation needs of low income, transit dependent minority neighborhoods.

When the state wants to construct a transit project, it goes ahead and does so - Problems are solved; funding secured; a consensus (at least on paper) attained; compromises made; mitigation measures negotiated; and a significant public relations effort mounted as to why project in question is the greatest. Otherwise, most of the expansion of both the rapid transit and commuter rail system over the past twenty years would never have been possible.

Witness the differences between the Replacement Transit Project and the restoration of commuter rail service on the MBTA's Greenbush Line. There, significant community opposition to the restoration of commuter rail service has been met with MBTA claims that a "great silent majority" actually supports this service. They're probably correct in this assumption and, once the service is up and running, it will be well used and accepted even in those communities now experiencing strong local opposition. To sweeten the deal, the MBTA may have to construct a tunnel through Hingham Center, with the additional cost being justified by the "need" for this project in meeting land use and air quality goals.

Along the Replacement Transit Project corridor, on the other hand, the MBTA almost seems to have enthusiastically welcomed opposition to any replacement service that required more than a minimal expenditure of capital funding on transit infrastructure. Oddly, for a transit provider, it seems to be willing to spend the public's money on a roadway project that benefits the competition.

If the state doesn't want to do a transit project, it frequently plays a waiting game. They've been waiting 15 years for the restoration of the Arborway Line; and it's going to be a long time before the Green Line is extended to Somerville. The state just waits and eventually people lose interest, move away or simply pass away. Perhaps in the afterlife they'll finally gain the clarity necessary to "access the decision making process."

While the MPO has belatedly recognized the deficiencies in its past approach to maximizing transportation equity for all populations, it still is very much on the defensive with transportation funding decisions based on earlier priorities.

Although an attempt is made in the **Circulation Draft** to measure the ***Achievement of Environmental Justice*** in Chapter 12, there are significant and important omissions in the criteria selected. There is also an issue of possible misrepresentation regarding the measurement of the percentage of air conditioned buses allocated to minority and non minority communities.

Air conditioning as a measure of Environmental Justice

Table 21-4 of the Circulation Draft the column marked ***Vehicles with Air Conditioning(% of Vehicles by communities)*** presents an overly optimistic and misleading picture according to many observers. Because a vehicle is equipped with air conditioning means nothing if the air conditioning system is inoperable or malfunctioning. A great many observers have commented that few of the buses serving

many minority and low income communities appeared to have had functioning air conditioning this and past summers. The one glaring exception appear to be buses assigned to the Albany Street garage. Such vehicles are used on Turnpike Express routes ***primarily*** serving a non minority/low income constituency; or the CT routes whose core constituency may be more neutral in terms of race or income than is represented by the MPO.

When asked to document whether or not these observations regarding the actual percentages of functioning air conditioned vehicles by either route or garage were at all verifiable; the answer given was that the MBTA had no way of accomplishing this task.

The Club finds this answer difficult to accept. It's our understanding that all drivers must fill out a report on the condition of the vehicle assigned to them. This report should then form the basis of a MIS system to both track and allocate resources necessary to prevent unsafe/malfunctioning vehicles from continually being placed back into service without major defects being remedied. If indeed such a system is not in place then this calls into question whether or not the MBTA is in violation of both state and federal reporting requirements, as well as if basic transit management guidelines are being followed.

There is also the question of liability on the part of the MBTA as these reports may be used in evidence in lawsuits and, for this reason, are usually required to be held for a certain period of time before being disposed of.

Since we can longer wait for such basic information, the admitted non scientific observations of the general public must be given credence. Again, are different standards being applied to certain populations in the allocation of resources by the MPO.

Vehicle Age as a measure of Environmental Justice

Table 12-4 also presents vehicle ***Average Age*** as an Environmental Justice Issue measurement but it isn't clear that average vehicle age by any mode, or a combination of modes, adequately captures the quality of service provided to certain populations. A short duration, single seat journey on a older, reconditioned, well maintained rail vehicle, running on a totally grade separated right of way, may well be of significantly more value to the rider than a slow, traffic choked journey, requiring multiple transfers, but in a relatively new bus with no air conditioning. The average age measurement is but a tiny piece of a much larger picture which remains incomplete in this document.

Load Factors as a measure of Environmental Justice – Table 12-3

Again, only a small piece of a much larger picture and only of value when the entire picture is assembled. Such variables as length of journey, travel time to final destination, etc. ***by route*** need to be addressed.

Bus Headways as a measure of Environmental Justice – Table 12-2

Again, only a small piece of a much larger picture and only of value when the entire picture is assembled. Such variables as length of journey, travel time to final destination, etc. ***by route*** need to be addressed.

The classification of the three CT crosstown bus routes as "minority" bus routes

Although not present in the **Circulation Draft**, an earlier handout presented at a public meeting had a breakdown of various MBTA bus routes as to whether or not they were serving primarily "minority" neighborhoods. The basic criteria seemed to be that a route classified as "minority" actually had to have a ridership that was composed primarily of minority populations, and could not be a route simply passing through minority neighborhoods.

Given that the three CT crosstown bus routes were classified as being minority routes, the Club questions whether the core constituency of these routes may be more neutral in terms of race or income than is represented by the MPO, even though significant route mileage may be in these communities.

This is an appropriate question in light of the MBTA's refusal to route the CT3 bus through Dudley Station ***at all times***. Dudley Station is one of the heaviest public transit stations on the entire MBTA system with an overwhelming number of riders of color, yet the CT3 bus ,***with a few early morning exceptions***, bypasses Dudley Station by several blocks, making it difficult and time consuming for many riders passing through Dudley Station to access this service.

Additional EJ measures asked for but not present in the Circulation Draft

At several meetings the Club and others have requested additional measures to be included in an attempt to begin the process of more fully completing the picture as to the impacts of MPO policy decisions on certain populations, ***especially***, but not limited to, ***those of color*** in the Boston Neighborhoods of Roxbury, Dorchester and Mattapan. Since they have not been included in the **Circulation Draft**, we will again list these additional measurements and ask they be included in the final Plan.

- Current total daily ridership numbers by route for all MBTA bus, rail and boat services including the CT crosstown buses.
- Subsidy per rider for each route including boat and commuter rail.
- Farebox recovery rate for each route.
- A breakdown of where ***Capital Spending*** for transit has been targeted since 1985.
- A discussion of the siting of MBTA maintenance and storage facilities in the past twenty years and a realistic look at future siting decisions.
- A discussion and analysis of how reduced seating capacities in newer low floor buses will impact passenger comfort, especially on long, slow urban bus routes serving minority and low income communities. The MBTA, in order to offer comparable seating levels to existing transit vehicles, may need to significantly increase the number of vehicles used on many urban transit routes.
- When, and with what vehicles, will the MBTA replace the Turnpike express buses? Many transit systems appear to utilize so called parlor coaches, similar to those used by local private carriers in commuter service. Usually these services operate with limited stops during peak periods making the need for low floor vehicles less of a priority, while still satisfying ADA requirements. The trade off allows significantly more seating than would be possible on low floor urban transit vehicles.
- The impact of the MBTA's present fare policy on low income communities. While the MBTA has finally implemented a transfer policy between buses, it's still lagging behind in offering a free/discounted transfer between bus and rail. The weekly discounted pass isn't sufficient
- A timetable for the upgrading of the MBTA's Fairmount commuter rail branch (**the Indigo Line**) to better serve the largely minority neighborhoods through which it now passes.

While the timely maintenance of existing roadway structures can be counted as a positive measure, roadway improvements ***to increase rush hour traffic flows through minority and low income communities by commuters from other areas cannot be counted as a positive measure of investment in minority and low income neighborhoods.*** Examples of such projects would be the widening of Washington Street between Egleston and Dudley and the proposed Ruggles Street project.

Poor transit service in all neighborhoods can't be used to justify perpetuating a policy of disinvestment in certain communities; especially those with significant minority populations as defined by the Replacement Service Project between downtown Boston, Roxbury, Dorchester and Mattapan.

While past capital projects undertaken by the MBTA may have indirectly benefited certain low income communities, it's not altogether clear that the real beneficiaries were to have principally been low income residents through whose neighborhoods these projects were constructed, and therefore can't be used as a excuse for a policy of continued disinvestments in other low income communities.
The Southwest Corridor Project, far from benefiting the large populations of color along the Replacement Transit corridor through Roxbury, Dorchester and Mattapan, may have actually caused harm to these same communities. It can be argued that the refusal of the Boston MPO to provide an adequate

Replacement Transit Project is, in itself, the definition of environmental ***injustice*** for the largest community of color contained within the Boston MPO.

The refusal of the Boston MPO to restore Green Line service between downtown Boston and Forest Hills Station in Jamaica Plain.

Another example of different standards being applied to different communities when it comes to investment decisions on the part of the Boston MPO.

Both the restoration of Arborway Green Line service and Replacement Transit Service Project have a long history of extensive community outreach being initiated by the state and the MBTA and then ignored. Studies are done and left in draft form; consensus is achieved and then ignored; any alternatives that would require a significant capital investment are dismissed, alternatives that require an investment in resources necessary to guarantee a high level of service are dismissed; new and often contradictory alternatives are constantly introduced so as to make the process almost unintelligible to most citizens; design solutions to alternatives not favored by the state or MBTA are never addressed with any commitment or imagination; the existing infrastructure is allowed to deteriorate to a point where neighborhood frustration runs high - The lack of action is then blamed on those questioning the merits of whatever proposal the state/MBTA is now offering this time around. Our way or no way seems to be the guiding principle.

Attention needs to be focused on the issue of Stealth Highway expansion within the Boston MPO and its impact on both air quality and traffic congestion

The Club is using the term "Stealth Highways" to describe the gradual transformation of sometimes disconnected street patterns through neighborhoods and communities into major roadways, primarily serving regional, drive alone commuters, and not local residents. In many cases these arterials are used as "escape valves" for commuters seeking alternatives to overcrowded highways. Although sometimes referred to as urban boulevards or arterial roadways, they mainly act as major collector/distributors for single occupancy commuter vehicles between various parking facilities and the major roadways of the region.

In essence, their impact is much like that of highways. During peak commuter periods they are filled with slow moving vehicles passing through on their way to someplace else. At off peak periods, they function more as limited access highways, with relatively high rates of speed as compared to more traditional neighborhood streets. They also do little for local neighborhood businesses or residents, as they are difficult to cross by foot; and parking is usually prohibited over much of their length, at all times, in order to facilitate traffic flows. The development patterns such roadways engender are of scattered clusters of isolated high density uses, complete with parking garages and lots, separated from each other by stretches of low density, stand alone buildings, each with its own parking lot.

Such roadways also discourage transit usage as they give this mode a low priority. The development patterns engendered by these roadways are not "Transit Oriented" and the bus stops are far and few between in order not to slow traffic flows. In many cases bus stops are indented, forcing buses to fight their way back into traffic at the infrequent stops they do make.

In reality, an unmarked regional system of high capacity, rush hour commuter routes is being created under the guise of local roadway improvements.

There's no reason to mark these roadways as designated commuter routes because the people who they are actually constructed for, single occupant/vehicle peak commuters, learn which roadways work best in the context of their daily commute. Intelligent Vehicle Technology has nothing over the daily auto commuter in learning the best escape routes through the worsening morass of rush hour traffic. No tourists or occasional user need know that such a system even exists.

Alternative Fuels Program

The Electric Trolley Bus/Trackless Trolley (ETB) must be included in any discussion of alternative fuel vehicles. The negative impacts of overhead catenary construction necessary to support ETB operations have been given far more weight than is prudent given the significant air quality benefits these vehicles will provide.

Air Quality

The recent documentation in the **New England Journal of Medicine (December 14th – Vol.343, No. *24)*** on the negative impacts of fine particulate air pollution and mortality need to be addressed as part of the air quality section of the **Circulation Draft**. The Club, along with many other groups and agencies, including the EPA, has long been concerned regarding the impact of small particulate pollution; especially on high density, urban populations.

The MPO needs to take a more aggressive stance on the necessity of doing a full alternatives analysis before committing to future airside expansion at either Logan or Hanscom.

Airport expansion threatens our natural environment and surrounding communities. The resulting high noise levels, pollution and traffic congestion cause numerous social and health problems, including loss of open space and wetlands areas, and despoiled natural recreation areas. Expanded air traffic also erodes property values, which, in turn, adversely impact the maintenance of schools and other community services.

Therefore the North South Rail Link (NSRL) connecting North Station and South Station must be constructed. This will complete and extend the Amtrak's successful Northeast Corridor (NEC) through Boston. Completion of the NEC is critical to the viability of the entire New England rail system and will significantly reduce congestion and travel demands on our regional airport and highway systems. The Rail Link is the one transportation project that has the potential to start transforming the way we travel throughout all of New England.

Additionally, the U. S. Department of Transportation (USDOT/ONE DOT) must complete a study of all airport, highway, and rail systems contained within the FAA's "Eastern Region" and "New England Region" with the objective of reducing demand for short distance air trips under 400 miles. This study ***will assume*** the North/South Rail Link to be completed and operational. One goal of this study will be to minimize the negative impacts of transportation systems on the natural environment, including the impacts on those who live near airports.

A Citizen's Advisory Committee (CAC) will be involved in both the scoping and the evaluation of the Study and will receive USDOT funds in order to retain independent consultants for the work of the CAC.

The MPO must undertake an analysis of the impact, on both groundside and airside transportation models, of recent trends in telecommunications development

While still in its formative stages, there must be some way to begin measuring the impacts of telecommuting and teleconferencing on both commuter and business travel demand patterns.

Red Line-Blue Line Connector

Why is this project still as active? Massport's AITC service would seem to negate one of the major justifications for its construction. So would continuing concerns over the proposed alignment – A connection at Park, not Charles, would result in for more benefits for Red, Blue and Green Line passengers.

Green Line extension to Somerville

What is the status of the proposed land swap to allow for the relocation of the Green Line at Lechmere and the construction of a new Green Line station and maintenance facility on the railroad side of McGrath Highway? Without this relocation, the extension of Green Line service to Somerville won't happen.

Summary

The Boston Metropolitan area was the scene of a major policy change in transportation planning during the late nineteen sixties and early seventies. At that time, the realization that the expansion of the highway system could never keep pace with the expansion of rush hour drive alone commuter demand dictated the development of alternative strategies geared to moving people, and not vehicles, during peak commuting times.

These strategies bore fruit, allowing Boston to both grow and remain a viable urban place while avoiding the fate of many older urban centers such as Hartford, Connecticut. There, the beautiful capitol

city of Connecticut was devastated due to the blind adherence to a policy of highway expansion as the only way to deal with rush hour commuter demand - The HOV lane strategy practiced there proved to be little more than an excuse to increase the number of lanes as part of various highway projects.

Although the immediate Boston area initially profited from the shift from a highway dominated planning focus, the final design of the depressed Central Artery resulted in a disproportionate shift in investment from alternatives to the drive alone commute to a highway dominated strategy based almost entirely on the continuing reliance on rush hour highway capacity increases to deal with ever increasing demand. The so called "transit mitigations" for the CAP should have been a part of the normal transportation investment cycle and never made dependent on the construction of the Central Artery Project.

The only actual mitigation for the Central Artery Project would have the North/South Rail Link if it had been included as an integral part of the project. In truth, absent the Rail Link, the CAP has little utility as a transportation project and remains a very expensive beautification project for a small stretch of downtown Boston.

Unfortunately, while pursuing the Central Artery Project through downtown Boston, the explosive growth of suburban development in eastern Massachusetts seems to have caught state policy makers by surprise, although the Metropolitan Area Planning Council (MAPC) has long documented emerging land use trends and their future impacts.

Ominously, both fiscal and environmental concerns seem to be taking a secondary role to the increasing tendency of state policy makers to fall back on the discredited transportation policies of the past which emphasized the movement of vehicles, not people, during peak commuter periods. The staggering number of roadway projects now underway, or under consideration within or adjacent to the Boston MPO, and the inability of these projects to meet realistic congestion relief goals, is overshadowed only by the costs of the low density, automobile dependent development that is rapidly engulfing all of coastal New England from Maine to Connecticut.

The weakness of this document, even as a preliminary plan is that it lacks vision, it does not say where we are going. Surely a long range plan should have objectives. We suggest that one objective should be to relive congestion at airports and highways. Objectives provide a standard by which individual proposals can be judged. Does this proposal forward one of these objectives? Otherwise a plan is just a collection of proposals.

Serious problems are not addressed. Limitations based on short term political considerations are assumed to be ***absolute limits***.

Two examples will make this plain:

1. It is accepted (page 73) that parking at suburban commuter rail and transit stations, even after some expansion, will still be less than demand. This allows a difficulty which can be overcome to limit the value of the large existing investment in track. The cost of providing parking to allow more people to travel by rail is certainly a small fraction of the cost of adding additional highway lanes or airport runways. (we are aware of the funding constraints which favor highways and airports over rail and parking, but such constraints should not be passively accepted as limits in a long range plan.)
2. More important, the lack of long term parking at South Station and Back Bay Station limits the extent to which passenger traffic can realistically be diverted to the existing and underutilized asset, the rail network. Immediately, rail travel to New York and points south can be made more attractive by greatly increasing long term parking at the 128 Railroad Station and by providing feeder bus services to the 128 Station from Framingham and other locations where affordable parking can be created.

The most effective way of increasing usage of rail is to fill in the gap between the North and South Stations in Boston. This would allow the provision of a satellite station close to Route 128 and/or 495 so that travel by rail from points north would be faster than by driving to Logan, parking, and getting to the gate a half hour before departure.

Although this is outside the area covered by the plan, diverting traffic from air and highway to the maximum extent, requires investment in the roadbed between Providence and New Haven so that true high speed rail can be introduced.

We note that, although the cost of some of these investments would be significant, they are trivial in comparison to the cost of the CAT, even given the value of the Massachusetts contribution. An interesting contrast is that only four lines are devoted to this very important concept, while several pages are devoted to bicycle paths, which we strongly support, but which have no likelihood of making a significant impact on travel patterns in this area.

This, coupled with the refusal of state policy makers to honor their commitments to fund urban neighborhood transit projects such as the Replacement Transit Project; Arborway Green Line restoration; Green Line extension to Somerville; purchase of 200 additional buses; and the installation of a modern fare collection system before raising fares, leaves many observers wondering why any additional federal funding should be forthcoming to the Boston MPO absent some immediate commitments to deal with these issues.

Thank you

James McCaffrey
Director

John F. Deacon

Cc: Transportation Distribution List

Public Comments and MPO Responses from Winter 2001 Outreach

Commenter:	Alison Pultinas (January 2001 Comment Period)
Type of Comment:	Policy Issues
Abstract of Letter:	1) Year 2000 federal census data should be referenced in the 2000-2025 Transportation Plan. 2) The 2000-2025 Plan does not show established objective criteria for prioritizing transportation improvement projects. 3) The fiscally conservative outlook of the 2000-2025 Plan discourages any planning for new capital transit projects. 4) The 2000-2025 Plan does not discuss any regional east-west connections like improved rail service to Hartford. 5) The 2000-2025 Plan should discuss and report transit service reductions and discontinued routes.
MPO Response:	1) Although some demographic data from the Year 2000 census is available, journey-to-work data will not become available until 2002 at the earliest. In an effort to keep demographic and travel data consistent, 1990 census figures were used in the 2000-2025 Plan Update. At the time of the federally required update of the Plan in three years, the availability of journey-to-work information will allow 2000 figures to be used. 2) The previously adopted 2000-2025 Plan only included projects that were legal commitments under environmental and legislative regulations and all regionally significant projects in the six year Transportation Improvement Program. During the development of the 2000-2025 Regional Transportation Plan Update, the MPO policies were rewritten. The policies were incorporated into the project selection process. A matrix showing a project's conformity with the revised policies is provided in Appendix C of the Plan Update. 3) FHWA and FTA require the Plan to be fiscally constrained. However, the MBTA is currently working to update its Program for Mass Transportation (PMT). The PMT serves as the MBTA's long-range capital improvement program but it is unconstrained from a financial perspective. The analysis of projects for the PMT will influence both future RTPs as well as the MBTA five-year capital program. 4) Improved rail service to the west, and the large capital expenditures necessary for such improvement, is constrained by the indirect track alignment, ownership and use of the right of way by CSX for freight operations, and the lack of a proven demand for rail service to Hartford or other cities to the west. 5) No MBTA bus or rail routes have been discontinued since the Plan was released by the MPO in 1997. Although some service has been shifted from some bus routes with low ridership to routes where demand is greater, there has been no net reduction in transit service. The shifts in service were MBTA Service Planning decisions and do not meet the threshold of significance necessary for inclusion in the RTP.

81 Lawn Street
Roxbury, Ma. 02120
January 5, 2000

JAN -8 2001

CTPS Certification Activities Group
10 Park Plaza, Suite 2150
Boston, Ma.02116

RE: Comments on Boston MPO Transportation Plan 2000-2025

Dear Reviewers;

My response to the Draft Plan is brief and meant to complement and affirm the Alliance of Boston Neighborhoods official comment letter. Previously I wrote about the Draft Plan- Existing Conditions issued March 2000 but never received a response. Apparently public comment letters are solicited because of federal guidelines but there is no formal follow-up or response process. If there is a final version of this Plan it would be useful and informative if the MPO would reproduce the comment letters received on this Draft Plan.

Public input in fact should be a starting point for the entire Plan.This should include the extremely important year 2000 federal census data that this Plan should be referencing. Studies and surveys that will particularly get at ways to "support projects and programs to improve transit service by making it faster and more reliable and more convenient"(Chapter 1,policy 3) should be the foundation that the Plan is built on. Unfortunately the description of congestion management and planning studies (Chapter 4) does not show established objective criteria for prioritizing transportation improvement projects. Instead there seems to be an arbitrary, subjective system for what gets studied. Few roadways and transit routes in minority or low-income communities are on the list of investigative planning studies (pgs. 47-48). The fiscally conservative "backward looking" instead of forward thinking focus (70% for maintenance) discourages any planning for new capital transit projects. Most profoundly this regressive thinking will fail to impact what has definitively been determined to be an inadequate service capacity for the ridership growth predicted by the model in Chapter 9,pg. 108.

The theme of environmental justice should be an integral part of the entire Plan. The question of who benefits from the expenditure of federal dollars is a huge issue. The Plan's emphasis on access to major employment centers and "priority for projects that improve services in and to centers of economic activity" is disingenuous and does not obviously promote environmental justice. The image of express buses speeding through minority neighborhoods comes to mind. The transit provided to transit dependent communities must adequately provide access for all aspects of daily life. As an example, in Boston there are only two offices in the city for clients of the state's Dept. of Transitional Assistance. There are two MBTA routes that serve the Roxbury office (there is no rapid transit nearby) and for both routes the mid-day headways are 30 minutes or more (45 minutes for the #8). Comparing suburban and urban bus route headways is not a relevant statistic unless they are also correlated with the volume of riders. In Chapter 12, the Tables 12-2,12-3,and12-4 are ineffective measurements for environmental justice,

equity issues because the statistics for buses and trackless trolleys are combined. The trackless trolleys in North Cambridge, Belmont and Watertown do not serve primarily minority and or low income communities. The numbers have to be separated in order to accurately study transit service from an environmental justice perspective. There also needs to be a comparison that relates trip time and distance covered. Headways and crowding are certainly not the only issues. How are communities affected by the slow down of transit service (or its absence) in the evenings and on weekends? And how does this correlate with the unanalyzed impact of the excessive parking garages currently being permitted in the City of Boston? Transportation is not synonymous with commuting.

The new state Pedestrian Plan is a good beginning but can the MPO's Plan set target goals for increasing the percentage of bicycle and pedestrian mode shares? How many park and ride spaces at commuter rail stations are occupied because the abutting streets have no sidewalks and therefore it's unsafe to walk to the stations?

The Draft Plan mentions both recent and future planned improvements in intercity rail service but doesn't discuss any regional east-west connections. The once a day AMTRAK service from Boston to Hartford is a leisurely 3 hr. and 22 minute ride and can't compete with the travel time for vehicles on I-90 "the most fastest route to Worcester and Springfield" according to the Plan (pg. 95). Shouldn't the MPO be an advocate for more efficient regional rail connections and be coordinating their Plan with other metropolitan planning organizations in the western part of the state?

Table 11-11,The Transit Capital Program (pg.134) lumps together the Transitway, the Silver Line, GreenBush and Arborway ($798,000,000) but in a footnote quotes a $59 million figure for the restoration of the Arborway Green Line.The MBTA and the EOTC are in a legally mandated study to compare the feasibility of the restoration with alternatives; since the study will not be completed until later in the spring where did the $59 million number come from? The Silver Line project must be redefined so the different segments are reviewed separately; the route from Dudley Station to Chauncy Street downtown is only an upgrade of an existing bus service; it is definitely not a "fixed guideway".

Where in the Plan are transit service reductions and discontinued routes discussed? Shouldn't they be reported and accounted for?

Sincerely,

Alison Pultinas

Alison Pultinas
617-739-1489

cc: Alternatives for Community and Environment
Boston Transit Federation
Chuck Turner, Boston City Council

Public Comments and MPO Responses from Winter 2001 Outreach

Commenter:	Lauri Webster, Resident of East Boston (January 2001 Comment Period)
Type of Comment:	Project Specific
Abstract of Letter:	1) Include projects to improve connections between Route 1 and Route 1A/Route 16, depress Sumner/Callahan tunnel portals in East Boston, modernize Maverick and Orient Heights stations, extend the Blue Line to Salem, provide ferry service from East Boston to downtown, and provide more suburban park and ride lots to serve users of Logan Airport.
MPO Response:	1) The modernization of Maverick and Orient Heights stations is included in the Transportation Plan as part of the Blue Line Modernization project. The Route 1A/Route 16 Connection and Route 1/Route 16 Interchange are included in the recommended projects list in the Plan Update. The MPO received many comments requesting projects to be included in the Transportation Plan. The other projects mentioned in your letter were included in the Universe of Projects list in the 2000-2025 Transportation Plan Update. However, the Plan must be financially constrained document and many projects were not able to be included at this time. The Universe of Projects list will be used in the development of the next Plan. Some of theses issues are still under consideration by the MBTA as part of its Major Investment Study of the North Shore transit system.

Lauri Webster
192 Gladstone Street
East Boston, MA 02128

January 4, 2000

Terry Regan, CTPS Project Manager
MPO
Transportation Plan. c/o CTPS
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116

RE: DRAFT BOSTON MPO TRANSPORTATION PLAN

Dear Mr. Regan:

As a resident of East Boston, I would like to make the following comments on the Draft MPO Transportation Plan:

Page 119, Table 10-1 and Appendix A
Please include a project to improve Route 1A/Route 16 connections to Route 1 in East Boston, Revere and Chelsea, specifically improvements similar to those shown on Figure 6 in the Lower North Shore Transportation Improvement Study, including the bicycle/pedestrian ways shown.

Please provide many more park, shuttle and fly lots in suburban communities to serve users of Logan Airport.

Please provide the truck route or Chelsea Street Bridge Connector (Figure 10, The Lower North Shore Transportation Study) to provide a way to get airport traffic, especially large trucks, taxis and livery vehicles, off local streets. Truck traffic through residential areas of Chelsea must be minimized.

Please include a project to depress the Sumner/Callahan Tunnel Portals in East Boston so that the neighborhood can be reconnected and enhanced.

Please include a project to extend the Blue Line to Salem.

Include projects to modernize Maverick Station and Orient Heights Station in East Boston.

Please provide ferry service from the East Boston waterfront to downtown.

Other minor comments include:
page 17 "CDC's are areas designated to encourage higher density development where adequate public facilities, including transportation, sewer, water, parks and recreation

are already available." Please define the criteria that makes the public facilities mentioned "adequate." For example, there are many who might say that there are too few parks and recreation areas in East Boston and that Route 1A does not adequate serve the areas needs.

page18, Map 2-2 Please add the 250 acre+/- Belle Isle Marsh, which is part of the Rumney Marsh ACEC, showing it on the map with the darker tone.

page 81 Please add the Neponset River Greenway, envisioned to connect the Blue Hills to the South Boston Waterfront and the East Boston Greenway, envisioned to connect the East Boston Piers with Belle Isle Marsh

Summary

I appreciate the opportunity to comment on the draft plan and look forward to future opportunities to be involved. I hope you will include press releases and meeting notices in local papers and continue to advertise in the Environmental Monitor. Although I would have liked more time to comment on the whole plan, which includes many projects I overwhelmingly support, I limited my comments to my own community. I urge the MPO to include additional projects serving and affecting East Boston, Winthrop, Revere, Chelsea, Everett and communities to the north.

Sincerely,

Lauri Webster

Lauri Webster

Public Comments and MPO Responses from Winter 2001 Outreach

Commenter:	City of Boston – The Environment Department (January 2001 Comment Period)
Type of Comment:	Policy Issues and Project Specific Concerns
Abstract of Letter:	1) The Plan should include non-mobile sources of pollution such as lighting and heating, cooling and ventilation (HVAC) systems as targets for action. 2) The City strongly favors the infrastructure necessary to bring double-stacked rail east of Worcester, an extension of the Silver Line from Dudley Square to Mattapan, improvements to the Fairmount line, and full-time commuter rail service to Yawkey station.
MPO Response:	1) The Plan cannot address every operational detail. While unnecessary glare is certainly annoying and HVAC-related pollution is undesirable, they are not the types of topics normally addressed in a Regional Transportation Plan. 2) Your recommendation has been considered for inclusion in the 2000-2025 Regional Transportation Plan Update. Since the release of the previously adopted 2000 Plan in January 2001, upgraded commuter rail service has been provided at Yawkey Station. The Fairmount Line and the Double Stack Initiative projects are included in the recommended list of projects in the Plan Update.

CITY OF BOSTON
THE ENVIRONMENT DEPARTMENT

Boston City Hall, Room 805 • Boston, MA 02201 • 617/635-3850 • FAX: 617/635-3435

January 5, 2000

Kevin Sullivan
Secretary, Executive Office of Transportation and Construction
Chairman, Metropolitan Planning Organization
10 Park Plaza, Suite 3170
Boston, MA 02116
Attention: MPO Certification Group, Suite 2150

Re: Draft Boston MPO Transportation Plan, 2000-2025

Dear Secretary Sullivan:

The City of Boston Environment Department has reviewed the Draft Boston MPO Transportation Plan (Draft Plan) and, after consultation with the Boston Transportation Department (BTD) and Boston Redevelopment Authority (BRA), hereby submits the following comments.

The Plan describes the Boston MPO region's current transportation status; presents an expected regional economic development scenario for the next 25 years; and identifies projects that are currently programmed in the Transportation Implementation Plan (TIP) or to which legal commitments have been made. The Plan includes Guiding Principles and Strategies for Plan 2000 and begins to address the topic of Environmental Justice. A refined Plan will be prepared for release in June 2001.

Policy 4, applicable to all MPO activities as are all policies, is to "Reduce air pollution and minimize water, soil, and noise pollution, and use transportation enhancement activities to preserve and improve the natural and built environments, making communities and the region more healthy and attractive."

Air Quality and Energy Conservation

In seeking to develop a plan that will improve the Boston region's air quality, reducing mobile-source emissions should not be the sole strategy. A review of the Draft Plan, the Administrative Consent Order between the Executive Office of Environmental Affairs (EOEA) and the Executive Office of Transportation and Construction (EOTC) and the Massachusetts Bay Transportation Authority's (MBTA) FY2001-2006 Capital Investment Program show that non-mobile sources such as lighting and heating, cooling and ventilation (HVAC) systems are not viewed as targets for action. Distributed Generation technologies such as natural gas-powered microturbines and reciprocating engines, fuel cells and grid-connected photovoltaics offer opportunities for energy conservation, emissions control and economic savings and may assist in meeting Environmental Justice criteria. We ask that the refined

Plan address the role of non-mobile, transportation-related emission sources and offer a set of actions for reducing impacts. Enclosed is a DG Technologies Summary that provides some basic information about Distributed Generation options.

Light Pollution
We suggest that minimizing light pollution is consistent with the intent of Policy 4 and should be explicitly identified as an environmental impact. The enclosed document, Good Neighbor Outdoor Lighting, provides some basic information on designing exterior lighting systems so that security and operational needs are met with minimal off-site effect.

Environmental Justice
The MPO has taken on this very difficult issue and is in the beginning stages of developing a complete definition and operational criteria for ensuring environmental justice. This is an issue being addressed by numerous state and federal public agencies and EOEA has recently released a Public Comment Draft on its policy (enclosed). We suggest a coordinated policy for state and regional public entities and ask that the MPO work with EOEA on this matter.

Future Projects
The City of Boston strongly favors the infrastructure changes necessary to bring double-stacked rail east of Worcester. We believe that such an expense is critical if rail lines can directly serve Conley Terminal, a project that would require a commitment and investment by the Massachusetts Port Authority (Massport). New and improving rail technologies should, over time, reduce noise, nuisance and air quality impacts. Direct rail service to Conley Terminal would reduce vehicle miles traveled (VMT) by trucks and, because they will not have to be off-loaded, will help to contain the cost of goods. Expanded rail service should also help to reduce reliance upon air freight, freeing up land and air space for passengers. We believe that Massport must commit to retaining and expanding rail links to the Harbor's edge for the good of the Port of Boston and the regional economy.

As do other City agencies, we support improved coordination of local access to the MBTA.

The Urban Ring project is essential for Boston and the region and should be added to the refined plan.

The Silver Line offers opportunities for expanding transit access in transit-dependent Boston neighborhoods. We support an extension from Dudley Square to Mattapan Square.

Enhancements to some commuter rail lines should also be considered for inclusion in the refined plan. The Fairmount Line requires improvements to existing stations, additional stops and increased service. A full-time commuter rail stop at Yawkey

Way on the Framingham/Worcester line would serve the Fenway/Kenmore and Longwood Medical Areas and should be prioritized.

We also support evaluation of a roadway grade-separation project at Boardman Street in East Boston.

Thank you for the opportunity to offer comment. We look forward to the June 2001 Plan.

Sincerely,

Antonia M. Pollak
Director

Enc.

cc: Andrea d'Amato, Chief of Environmental Services
James Gillooly, Boston Transportation Department
Richard Garver, Boston Redevelopment Authority

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Public Comments and MPO Responses from Winter 2001 Outreach

Commenter:	Three Rivers Interlocal Council (January 2001 Comment Period)
Type of Comment:	Policy Issues and Project Specific Concerns
Abstract of Letter:	1) Commuter rail parking needs to be emphasized and double-decker commuter trains are needed for the Attleborough line. 2) The strategies in Chapter 1 need to be tied to the projects listed in the appendix. 3) Explanation of the Urban Ring and North South Rail Link projects needs to be broadened. The Plan needs to be more of an open dialogue to identify and prioritize investments rather than merely reflecting the wishes of the MBTA.
MPO Response:	1) The MPO places a priority on the provision of additional access to commuter rail stations. The MBTA anticipates building 9568 parking spaces along the Commuter Rail Lines as part of its parking enhancement program. This program is funded with a combination federal funds allocated to the MBTA, federal funds allocated to other RTAs for use on the commuter rail system, federally earmarked funds, MBTA funds, local funds, private funds or state bond funds. The MPO will work with host towns in the development of these new spaces. 2) In the 2000-2025 RTP Update, the MPO linked the projects with the relevant policies. 3) During the development of the Plan Update, the MPO considered both the Urban Ring and North South Rail Link for inclusion in the Plan. Both projects were discussed in greater depth. The MPO does not agree that the previously adopted 2000-2025 Transportation Plan is "merely reflecting the wishes of the MBTA." In fact, the transit projects included in the previously adopted 2000-2025 Transportation Plan were primarily projects that the MBTA is required to implement by law. During the development of the Plan Update the MPO considered additional transit projects guided by MPO policies, public comments and financial realities.

Three Rivers Interlocal Council

c/o Metropolitan Area Planning Council
60 Temple Place, Boston, MA 02111

c/o Metropolitan Area Planning Council
60 Temple Place, Boston, MA 02111
617•451-2770

January 5, 2001

JAN -8 2001

Transportation Plan, c/o CTPS
10 Park Plaza Room 2150
Boston, MA 02116

Dear Mrs. Luisa Paiewonsky, Executive Secretary, Boston MPO:

At the December 20, 2000 meeting of the Three Rivers Interlocal Council (TRIC), the Draft 2000-2025 Regional Transportation Plan was reviewed. Based upon this review, TRIC submits the following comments for your consideration.

1. The Plan does not include a clear strategy and lacks a vision. Rather it is merely a list of previously approved projects. The strategies discussed in Chapter 1 need to be tied to the projects listed in the back of the document.

2. At a minimum, increased parking at commuter rail stations should be emphasized, but more importantly, local transit systems should be strongly encouraged as a viable alternative to more parking.

3. Little or no explanation regarding regionally significant projects such as N-S Rail Link or the Urban Ring.

4. Need for 2 level commuter train passenger cars along the Attleborough route.

5. The Plan should look towards existing international / national transportation and transit systems such as France, London, Detriot, Chicago and San Francisco for guidance.

6. The cost analysis contained in the Plan only accounts for State expenses. It does not include expenses incurred by the general public such as gas and time.

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7. Plan seems to reflect the wishes of the MBTA regarding transit issues, rather than an open dialogue to identify and prioritize investments.

8. The Plan does not take into account technological advancements as a means of improving the efficiency, service and operations of the transportation and transit systems. For example, upgrading capacity of the MBTA system is seen as being tied to expansions of the system into new service areas. However, capacity may also be increased by upgrading with new equipment and technology.

Thank you for the opportunity to review and provide comments on this regional significant policy document.

Respectfully Submitted,

Joe Melican, Chair, Dover
Harrison Williams, Vice Chair, Milton
Roger Nicholas, Canton
Bill Griffin, Dedham
Steve Olanoff, Westwood
George Bailey, Sharon
John Marr, Needham
Harvey Swack, Needham

Comments From November 2001 Plan Update

Public Comments and MPO Responses From Fall 2001 Outreach

Comments From November 2001 Plan Update

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Town of Braintree 5

City of Everett 2

Town of Norwood 21

Town of Wilmington 23

U.S. Agencies:

U. S. Environmental Protection Agency 18

Individuals:

Martha Bewick 9

Michael Gulbankian 16

Public Comments and MPO Responses From Fall 2001 Outreach

Commenter:	City of Everett
Type of Comment:	Project Specific
Abstract of Letter:	The City of Everett strongly feels that the Urban Ring project, Phases I and II, should be included in the recommended list of projects in the Plan Update.
MPO Response:	Phase I of the Urban Ring project is included in the recommended list of projects included in the 2000-2025 Regional Transportation Plan Update and assumes 80% of the necessary funding will be provided through a congressional earmark in the § 5309 Bus Program. Phases 2 and 3 are included as an illustrative project. An illustrative project is not in the recommended plan because there is not now sufficient revenue to fund it. However, if funds become available, they may be included in a future update of the Plan.

CITY OF EVERETT

ENGINEERING DEPARTMENT

CITY HALL
EVERETT, MASSACHUSETTS 02149
394-2251 • 394-2250 • 394-2276 • 394-2298 • 381-7445

Julius Ofurie
CITY ENGINEER

November 30, 2001

Ms. Luisa Paiewonsky
Executive Director
Metropolitan Planning Organization
10 Park Plaza
Boston, MA 02116

Dear Ms. Paiewonsky,

The City of Everett would like to register its strong concern with Transportation Network Alternative 3, which was brought before the Sub-Signatory Committee Tuesday, November 27, 2001.

In recommending an additional network containing projects not included in Alternatives 1 and 2, Alternative 3 has eliminated Phases 1 and 2 of the Urban Ring Project to accommodate the new projects. We feel strongly that, while there may be merit in modeling the additional projects, the elimination of the Urban Ring is inappropriate. The recently completed Major Investment Study for this project has confirmed the view of the Urban Ring Compact, composed of the municipalities of Boston, Brookline, Cambridge, Somerville, Everett and Chelsea, that this project is an essential component of our overall community development strategies. It will provide connections to the transit network for segments of our communities that are currently burdened with the impacts of existing transportation infrastructure without receiving commensurate benefits. In particular it will bring these benefits to our minority and low income communities.

In his November 16, 2001 Environmental Certificate initiating environmental review of the project, Secretary Durand specifically found that the population of the corridor is "disproportionately poor and minority. Improved transit access will encourage the necessary new public and private investments that can revitalize the social and environmental fabric of the corridor." The average household income in the Urban Ring corridor is only 62% of that for the entire region. Over 17,000 households with walking distance of transit stations have incomes below the poverty line. Minority residents make up 45% of the population of the Urban Ring corridor, compared with 21% for the larger region. The Secretary concluded that, "The Urban Ring project promises to bring

environmental benefits—along with better access to jobs, housing, and public services—to many of our most disadvantaged citizens."

The project is also integral to the development strategies of the Compact municipalities. Its implementation is a necessity if our communities are to accommodate existing and projected levels of growth without burdening our residents with unacceptable traffic impacts. We are therefore actively incorporating the project into our neighborhood and comprehensive plans, rezoning initiatives, urban renewal and redevelopment plans, as well as our development project reviews. We consider the project a baseline for the realization of our development strategies, not an option that can be discarded to accommodate other projects.

We therefore urge that any network developed to model the projects introduced with Alternative 3 identify a financial source for these projects other than the Urban Ring Project.

Sincerely,

Paul Coviello
City of Everett

cc: Kevin J. Sullivan, Secretary
Michael Mulhern, Acting Director
Paul Regan, Executive Director, MBTA Advisory Board

Public Comments and MPO Responses From Fall 2001 Outreach

Commenter:	Town of Braintree
Type of Comment:	Project Specific
Abstract of Letter:	The town requests that the MPO: • Consider a major study of the Route 128/3 Interchange area to reduce the level of through traffic diverting to Braintree's local roadways. • Conduct a comprehensive analysis of alternatives to expand the capacity of the Route 128/3 Interchange area, including a study of the feasibility and benefits of using the breakdown lane for PM period traffic and for general lane expansion. • Requests the MPO review and address existing safety issues at the Union Street rotary; a comprehensive study to determine the feasibility of improvements to reduce merge/diverge speeds in rotary and improve the safety of merges and diverges. This could include converting it to a split diamond interchange or to two smaller modern roundabouts connected by a center roadway under Route 3. Money was authorized in the 1997 Transportation Bond Bill for these improvements.
MPO Response:	The Route 128/3 Interchange project and the Union Street Rotary projects are included in the Universe of Projects, a list of all projects that were considered for inclusion in the 2000-2025 Transportation Plan Update, but were not included in the recommended list of projects. The plan must be a financially constrained document and many projects were not able to be included at this time. The MPO suggests that proponents of these projects work with the Massachusetts Highway Department to develop conceptual proposals for further study. Proponents may wish to advance these issues during the development of the Unified Planning Work Program or through the Congestion Management System Program.

TOWN OF BRAINTREE

OFFICE OF THE PLANNING BOARD

December 10, 2001

Anne McGahan
Project Manager
Central Transportation Planning Staff
Ten Park Plaza, Suite 2150
Boston, MA 02116-3968

RE: Braintree Response to *2001 Update for the Regional Transportation Plan*

Dear Ms. McGahan:

The Town of Braintree is writing to respond to your call for comments and suggestions to update the *2001 Update for the Regional Transportation Plan.* Officials in the Town of Braintree were impressed with the transportation planning workshop held here on November 8th and were happy to sponsor an event that provided so much information to the public. As a result of this workshop, the Braintree Planning Board provides you with the Town's recommendation for projects to be included in the *Regional Transportation Plan.*

At this critical time in the planning process, the Town urges you to incorporate these major concerns into the Plan. The Town would like the CTPS to focus on projects missing from the *universe of projects*. The proposed recommendations are provided below for your consideration. The recommendations are reinforced by a number of basis points.

Recommendation 1:

The following recommendation is strongly supported by the Board of Selectmen, the Town Engineer, the Planning Board, and Representative Joseph Sullivan.

> Consider a major study of the Route 128/3 Interchange Area so that modifications can eventually be made to reduce the level of regional through traffic diversions to Braintree's roadways. Such a study would focus on severe traffic lane crossings and exit/entrance areas. Although the Town recognizes that this interchange is a very complex issue to resolve, Town officials believes that it should receive a proper and thorough review to determine strategies that will keep regional traffic out of the community and on the accepted highway structure.

1 JFK MEMORIAL DRIVE, BRAINTREE, MA 02184-6498
PHONE 781-794-8230
FAX 781-794-8089

Basis:

- This project is listed as an objective in the Town's *Ten Year Townwide Transportation Management Plan* (2000) for the Town of Braintree and improvements to the highway infrastructure are needed to accommodate this regional traffic.

- This interchange is adjacent to the 2nd highest crash location in the Town (Route 37/Route 128 Ramps) (1998).

Recommendation 2:

The following recommendation is strongly supported by the Planning Board and Representative Joseph Sullivan.

Conduct a comprehensive analysis of alternatives to expand the capacity of the Route 128/3 Interchange area, including a study of the feasibility and benefits of using the break-down lane for peak hour traffic between 3:00 PM and 7:00 PM and the feasibility and benefits of general lane expansion.

Basis:

- The purpose of this request is to improve the movement of commuter traffic to points south of Braintree. If implemented, this change may offer an improvement to the bottleneck created at the Braintree split. This request is currently implemented on the highway heading southbound from Boston and is in effect until you reach Quincy. We would suggest that it be allowed to continue southbound on Route 3 to provide relief to the congestion south of the split.

Recommendation 3:

The following recommendation is strongly supported by the Board of Selectmen, the Town Engineer, the Planning Board, and Representative Joseph Sullivan.

The Town of Braintree requests that the MPO review and address existing safety issues at the Union Street Rotary.

The Town of Braintree suggests that a comprehensive study be conducted in order to determine the feasibility of improvements which would reduce merge/diverge speeds in the rotary and improve the safety of merges and diverges.

More specifically, the study should consider the following concepts:

a) make safety modifications to the existing rotary; and/or
b) convert it to a split diamond interchange connected by a center roadway, or
c) convert it to two smaller modern roundabouts connected by a center roadway tunneled under Route 3.

Money authorized in a 1997 Transportation Bond Bill sponsored by Representative Sullivan is available for these important improvements.

Basis

- This project is listed as an objective in the Town's *Ten Year Townwide Transportation Management Plan* (2000) for the Town of Braintree and improvements to the rotary are needed to provide a safer environment for the public.

- This project area is the highest crash location in the Town (1998).

- The weekday daily traffic volume is more than 43,500 vehicles (1998).

Again, we thank you for conducting this valuable workshop in our town. We look forward to hosting another event in the future.

Sincerely,

Tim Egan, Chairman
Braintree Planning Board

cc: Board of Selectmen, Town of Braintree
John Fehan, Braintree Town Engineer
Planning Board, Town of Braintree
Representative Joseph Sullivan

Public Comments and MPO Responses From Fall 2001 Outreach

Commenter:	Martha Bewick, Advocates for Transportation Alternatives
Type of Comment:	Policy Specific
Abstract of Letter:	Ms. Bewick re-submitted her comment letter of January 5, 2001. This comment letter is addressed in the January 3, 2002, Public Comments and Suggested MPO Responses. Ms. Bewick has added a current comment that asks that the MPO recognize the importance of water transportation as a potential emergency evacuation service and that water transportation resources be considered as part of the security management system. She also asks that the MPO consider modeling a substitute set of alternatives to Greenbush Commuter Rail.
MPO Response:	These comments have been noted and have been referred to EOTC and the MBTA. The Greenbush project is included in the recommended list of projects in the 2000-2025 Transportation Plan Update.

Pam Wolfe

From: "Martha A. R. Bewick" <ferryboats@compuserve.com>
To: <pamwolfe@ctps.org>
Cc: <cmi@channel1.com>
Sent: Friday, November 30, 2001 4:26 PM
Subject: MPO Plan for 2025

Pam, Advocates for Transportation Alternatives (AfTA) cordially requests that the MPO consider modelling a substitute set of alternatives to Greenbush Commuter Rail for the Transportation Plan for the Year 2025. We would like to make a presentation to the staff and committee analyzing the options. I'll call to followup this request. Many thanks, Martha
Martha A. R. Bewick * IMTA/TCHI * ferryboats@compuserve.com * T/F 781-749-0078 *

Advocates for Transportation Alternatives
94 Station Street • Hingham, MA 02043
Tel 781-740-1117 • Fax 781-740-2227 • afta@channel1.com

5 January 2001

Terrance Regan
Transportation Plan Manager
Central Transportation Planning Staff
Transportation Building
10 Park Plaza, #2150
Boston, MA 02166

Dear Mr. Regan,

On behalf of the Advocates for Transportation Alternatives I would like to submit comment to you on elements of the Draft Boston MPO Transportation Plan 2000 – 2025.

First of all, the plan has taken an excellent direction in establishing guiding principles and strategies. As the second phase of the Plan emerges, perhaps the policies could be used to shape independent chapters.

As it now stands, the Draft Plan begins with an orientation which suggests transportation modal balance and integration. The chapters which follow could take issues such as the environment, safety and security, mobility, and so forth, and continue with the equitable and unified treatment of all modes. Instead, the chapters become modally focused: rail, highway, bicycles, and so forth. If the final iteration continues to have a modal focus, I would urge that you add a chapter on water transportation which includes a comprehensive assessment of ferries. More on that below.

AfTA was formed last year in response to concerns from South Shore Coastal residents that there were better transportation options for the coastal corridor than the Greenbush diesel rail restoration proposal. It is now acknowledged by recently presented Corps of Army Engineers' and MBTA studies, that Greenbush will have adverse effects on 20 historic districts in five coastal towns. Knowing how devastating this project would be to fragile coastal communities, and their thriving small town economic centers, we have been urging consideration of consolidated low-impact clean air alternatives.

With this as a background, I would like to address three elements of particular interest and concern to AfTA: the water transportation existing conditions and potential for the Boston MPO region, and implications for proposed transportation policies; the Greenbush dilemma; and the urgent need for a South Coastal meeting and study.

I had a welcome opportunity to provide comment on the Draft Transportation Plan at the Quincy meeting last year, and looked forward to your inclusion of new and expanded materials about the waterways of the Boston MPO region. At that time I mentioned that "since the MBTA is the Massachusetts Bay Transportation Authority, wasn't it time to begin to incorporate Boston Harbor and Massachusetts Bay into the heart of transportation planning? "

Needless to say, I was sorely disappointed to note the continuing absence of focus on the potentially invaluable transportation asset, the navigable waterways of the Commonwealth, in the planning for the next twenty-five years.

You note that the Boston MPO region is 1405 square miles and that it is comprised of 101 cities and towns. The navigable waterways are diminished to be described as "550 miles of coastal waterfront", and the value of the waterways to the region is described only as "waterfront vistas." In taking this view of the water surface, the Boston MPO shuts off consideration of the actual and potential transportation capacity of our navigable waterways which can be used for the transportation of goods and people.

I would suggest that the Boston MPO region is actually 544 square miles larger, or about 1/3 larger in size and potential transportation capacity, if you draw a line north to south through Massachusetts Bay from Rockport to Duxbury. Perhaps CTPS could make an accurate assessment of the waterways subregion which serves the Boston MPO. It would be a wonderful start.

At least 28 communities border the waterways of the Boston MPO region, including the rivers, Boston Harbor, and Massachusetts Bay. Many of these offer navigable harbors, and a number have existing or potential water transportation connections to Boston. At the moment, a number of these are threatened by landside proprietary development which are crowding the potential for good intermodal landside/waterside ferry or water transportation links. Incorporation of well-designed water transportation corridors, offering seamless connections to the city of Boston, is critical to the future of the region

The absence of a comprehensive study or planning element dealing with the actual and potential transportation capacity of the water surface of the Boston MPO region gives short shrift to some very exciting initiatives of both public and private agencies, at the state and national level, and cuts off the opportunity for the MPO region to participate in the development of the national Marine Transportation System initiatives, for which there may be substantial federal investment.

Existing Conditions

Water Transportation Mode

Many of the ferry figures in the Draft Plan are out of date, and they are not reported as other modes are tabulated. We would ask that you revisit your work in this area, and make the necessary adjustments.

In the current assessment of resources, the study does not acknowledge the very valuable private ferry services of Harbor Express (Quincy-Hull-Logan-Long Wharf), nor mention the ferry links to the Boston Harbor Islands, the Mass. Water Resources ferry transportation for both construction workers and trucks to Deer Island, the ferries which have supported Central Artery construction on the Boston Harbor islands, the Mass. Bay Lines unsubsidized ferry serving Hingham, the water taxi services of Boston, or the ferries from Boston to Provincetown. Massport's airport ferry expansion, and excellent intermodal programs seem to be missing. EOTC ferry-related initiatives for Salem ferry services and the new Winthrop andScituate studies are not mentioned, nor is the integrated intermodal information brochure about consolidated bus/ferry links to the Vineyard and Nantucket from South Station.

Also, regarding the intercity section, with the advent of the new fast ferry technologies, there are coastal ferry links whereby a passenger will soon board a ferry in Manhattan for connections to Long Island, New London and Martha's Vineyard. Perhaps you read last week about a similar proposal of Boston Harbor Cruises to connect Provincetown to Portsmouth NH. There are discussions about high-speed ferry service to Nova Scotia ongoing as well. With additional investments in the Provincetown Pier, and interest of the Cape Cod Commission in better ferry connections to the Boston MPO region, we should talk about inter-regional partnerships.

If we do not claim our own waterways for the next 25 years, water transportation will be brought to the region by others. We must look to what's happening today, in order to get a better understanding of tomorrow. Boston is a leader in ferry transportation in the United States. Let's take it seriously!

Here are some questions about existing conditions re. thewater transportation mode, upon which future planning can and should be based. There are many such questions, but these, relating particularly to passenger ferries, can serve as a start:

- How many navigable miles are there in the Boston MPO region waterways? What is the capacity of the waterways for the movement of goods and passengers (ferries and other vessels)? What about harbor congestion and right of way issues?
- What new routes make sense to connect the Boston MPO region's communities?
- Where are the best locations for intermodal landside terminals and park and ride facilities? What land use policies are threatening valuable potential terminal sites?
- How many harbors and port areas are there in the region? What is the capacity for ferry landings and staging areas? What is the dredging need? Where are the barriers?
- How many ferry ports are there in the region which have been so designated by the Federal Highway Administration? What is the significance of the ferry ports for funding eligibility?
- What is the condition of the waterways, navigational aids, and related marine corridors? Are navigational aids eligible for ITS funds?

- What are the barriers to expansion of ferry services and routes throughout the region?
- What is the Boston MPO region's potential eligibility for TEA-21 ferry discretionary monies?
- Where can ferries provide alternatives to highways, rail and bridges in the MPO region?
- Where are the safety and security issues vis a vis ferries.

Some Concerns

Harbor Express, based in Quincy, offers an outstanding $6 million private transit ferry service which provides extraordinary quality of service to Logan Airport and to downtown Boston. With a 1000-car parking lot, offering available capacity, and potential capacity to carry thousands more riders with increased service, Harbor Express should be examined by the Boston MPO as a potential partner in expanded public/private transit service to Boston. Should there be more of a public investment in infrastructure here to support this operation? Where does a question such as this get answered? Who values the transit contribution of Harbor Express?

During this past summer, more than 1900 cars of ferry commuters and users were parked at the Hingham Shipyard in state and private lots. There was no available capacity.

The numbers of daily ferry riders for this facility alone are greater than those reported for Boston Harbor ferry services. Existing conditions reports should include private ferry operators numbers to give a truer picture of the "robust growth" of this transportation sector.

At the moment, there is a proposal to construct a 2400-space parking lot at the Hingham Shipyard. There is no acknowledgement of this structure, which, according to the Boston MPO report, will be larger than any other MBTA garage on the Red Line or at Rte. 128. Where is this structure acknowledged or budgeted? Where is the investment, the equity, the focus on adequate infrastructure and design?

On page 102, oil terminals located in Braintree are not mentioned. More mention should be made of the Fore River port facilities.

On page 197, there is no mention of the EOTC-sponsored Massachusetts Ferry Study, nor of individual ferry studies of Scituate, Winthrop, Salem and other towns which have greatly benefited by the ferry initiatives in the transportation bond bill.

Other Modes

In planning for the future, it is important to know where we are. Existing conditions should reflect the ever-expanding informal network of private transportation providers which supply van and bus connections in the absence of public transit. These include shopping center connections, councils of aging vans, buses serving retired communities,

industrial park vans, and even cultural bus connections, such as the regular South Shore Boston Symphony bus, which picks up passengers at various locations along Rte. 3.

On page 70, there is discussion about private carriers. Understanding the informal private carrier network is key to understanding how subregional transportation patterns are changing.

Further, it is important to track what has happened as an element of public policy which has led to the cutback of buses in the South Shore coastal corridor. Where there were 500 passengers from Scituate Harbor on express buses to Boston, there are now very few. What has happened to discourage the expansion of first quality commuter coach expansion just at the time the Expressway High-Occupany Vehicle lane was opened? Where there is highway capacity to handle these coaches, why isn't commuter coach expansion being encouraged actively?

The Transportation Plan – Next Stages

Boston's Fan Pier ferry connections, if properly designed to maximize throughput of ferry passengers and sheltered accessible transit links, could carry 50% of those coming to the site. The Surface Artery project has no planning consideration for transfers (van, bus or trolley) for those coming from the South and North Shores by ferry. This is a huge oversight, and flies in the face of Boston's own history. 100 years ago, passengers were carried by horse-drawn carts from 42 depots around the city to the waterfront, so that Boston passengers could connect with the ferry to Nantasket Beach, alone. Intermodal transportation to Boston's waterfront goes back to the 1600s. Who are we to ignore it now? Look to the examples of Seattle, San Francisco, Sydney and other communities.

The water is a transportation surface as much as the land is a transportation surface. Ferries, carrying from 20 – 1200 people, are the largest high occupancy vehicles in the world. The Staten Island ferry, which carries 6000 people, is equivalent in capacity to three lanes of expressway traffic.

AfTA is determined to continue to point out the value of the waterways as an alternative less destructive transit and transportation mode.

Policy Changes

I would suggest the following changes to suggested policies, which could acknowledge the value of the navigable waterways for the movement of goods and people in the Boston MPO region. The policy language is actually highly inclusionary, but the work on the Plan to date indicates an absence of understanding of the importance and value of the waterborne mode for the current and potential movement of goods and people. For that reason, I would strongly suggest inserting "water transportation" wherever "surface transportation" is assumed to be land transportation only. Here are some examples:

Policy 2

Public Comments and MPO Responses From Fall 2001 Outreach

Commenter:	Gulbankian Bus Lines
Type of Comments:	Policy and Project Specific
Abstract of Letter (Policy and Project Specific):	Users of the Gulbankian Bus service, which operates between the Marlborough/Southborough/Hudson area and Boston, submitted 24 comment forms that are summarized below: Frequency of Service: • Provide service later at night (3) • Add more frequent mid-day trips (11) • Add more AM and PM commuter service (4) Fares: • The fares are reasonable (11) • Provide discounts for charters and ten-ride tickets (2) • Provide a pass that also works on the MBTA system (1) • Lower the fares (1) Equipment: • Provide newer buses (12) Infrastructure: • More parking is needed (3) • Provide a crosswalk and pedestrian signal or a pedestrian overpass on Route 9 at the Framingham lot (3) • Provide a designated stop at Federal and Franklin Street in Boston that does not compete with all the MBTA buses (2) • Add a bus shelter in Hudson (1) Other: • Provide a shuttle service from the Marlborough/Southborough area to the Southborough station with local stops (3) • Add a bus run from the Hudson area to the Acton train station (1) • Maintain driver courtesy (2) • Improve communication through brochures, and by schedules and information about weather delays, etc. on the Web (3) In addition the operator of the service recommended: • Continuation of the EOTC leased bus program • Free tolls on the MassPike for line service buses • More money to the company or to the bus industry as a whole to market bus service
MPO Response:	These comments have been noted and referred to the EOTC and the Massachusetts Turnpike Authority.

Gulbankian Bus Lines

Michael Gulbankian, Inc.

Luxury Charter Coach, School Bus and Mini Bus Service For All Occasions

ICC-M.C. 167366
D.P.U. 17498-A

40 MT. VICKERY ROAD, SOUTHBOROUGH, MA 01772
TELEPHONE: (617) 485-8979

November 23, 2001

Ms. Anne McGahan, Chief Planner
Central Transportation Planning Staff
10 Park Plaza, Room 2150
Boston, MA 02116

Dear Ms. McGahan:

Gulbankian Bus Lines is pleased to respond to CTPS request for comments for inclusion in the 2001 Update of the Regional Transportation Plan. We destributed comment sheets on line service motor coaches, so our passengers might have an opportunity to express their views. These views have been summarized.

1. A mid day trip is requested. One non-subsidized round trip on Tuesdays is currently offered.
2. Improved equipment, newer buses.
3. Park & Ride improvements, especially at the Route 9, California Ave. lot in Framingham. A left turn signal is requested.
4. Additional daily trips from 2 current trips to 3 trips.

Additionally, Gulbankian Bus Lines offers the following items for inclusion in your report.

1. Continuation of the EOTC leased bus program.
2. Free tolls on the the Mass Pike for line service buses.
3. More money to the company or to the bus industry as a whole to market bus service.

Public transit passengers are an important part of the transportation flow in Eastern Massachusetts. On their behalf and for the company, thank you for this opportunity to comment.

Sincerely,

Michael Gulbankian

Michael Gulbankian
President

Encl:laa

Public Comments and MPO Responses From Fall 2001 Outreach

Commenter:	United States Environmental Protection Agency
Type of Comments:	Policy and Project Specific
Abstract of Letter (Policy Specific):	Air Quality is a serious issue in eastern Massachusetts. The area is currently in violation of the national ozone standard, with transportation sources accounting for about one half of the pollutants that cause summertime smog. Improving public transportation is essential. Transit can also facilitate smart growth in the region.
MPO Policy Response:	Policy comments and general comments have been noted and were considered in the development of the recommended list of projects in the 2000-2025 Transportation Plan Update. They will also be considered when the MPO revises its policies in the future.
Abstract of Letter (Project Specific):	Two projects should be included in the Plan: the Urban Ring (which would make transit use easier, reduce automobile travel and air pollution, and foster compact development) and the Assembly Square Orange Line station (creating a model for transit oriented development and reducing traffic impacts). Both projects are consistent with EPA environmental justice goals as they would reduce traffic and air pollution affecting minority and low-income communities.
MPO Project Response:	The MBTA supports the Assembly Square Orange Line Station and is actively working with the City of Somerville to identify possible funding sources including innovative financing under the Transportation Infrastructure Finance and Innovation Act (TIFIA) program. This project is included in the recommended project list in the 2000-2025 Transportation Plan Update. Phase I of the Urban Ring project is included in the recommended list of projects included in the 2000-2025 Regional Transportation Plan Update and assumes 80% of the necessary funding will be provided through a congressional earmark in the § 5309 Bus Program. Phases 2 and 3 are included as an illustrative project. An illustrative project is not in the recommended plan because there is not now sufficient revenue to fund it. However, if funds become available, they may be included in a future update of the Plan.

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 1
1 CONGRESS STREET, SUITE 1100
BOSTON, MASSACHUSETTS 02114-2023

December 20, 2001

OFFICE OF THE
REGIONAL ADMINISTRATOR

Anne McGahan
Chief Planner
Central Transportation Planning Staff
10 Park Plaza, Suite 2150
Boston, MA 02116

Dear Ms. McGahan:

EPA is pleased to offer input into the 20 year Transportation Plan that CTPS is currently developing. This Plan is a critical first step for planning and evaluating transportation projects that will be built in the next generation of construction.

EPA supports improvements to public transportation in the urban area since this infrastructure is important to achieving the air quality, smart growth and environmental justice goals of the Agency. As you know, eastern Massachusetts is currently violating the national ozone standard, placing millions of residents at risk for aggravated lung conditions, including asthma and other health problems. And while air quality has improved over the past twenty years, the region still experiences a significant number of unhealthy air days each summer. Last summer, unhealthy ozone smog levels were registered on twenty-seven different days in Massachusetts. The transportation sector is one of the largest sources of air pollution in the Commonwealth, accounting for roughly one half of the pollutants that cause summertime smog. Public transportation improvements are essential for reducing pollution from this sector over time.

Transit improvements can also facilitate smart growth in the Boston metropolitan area by reinforcing the vitality and compact development of Boston and its inner suburbs, and by providing opportunities for transit-oriented development. Carefully designed and sited business and residential development in the vicinity of new transit stations should help reduce growth in air pollution emissions.

There are two proposed projects which EPA believes should be included in the Transportation Plan so that they can be fully considered and evaluated as planning for comprehensive transportation improvements moves forward in the coming years. We recognize that there may be environmental or other impacts of these projects that could affect their final design and implementation. We support their inclusion in the Transportation Plan so that they can receive thorough consideration.

The first project is the Urban Ring. This project will improve the regional transportation system in Greater Boston through portions of Chelsea, Everett, Somerville, Cambridge, Brookline and

Boston by connecting the spokes of the existing system. This project is an important step in creating a transit ring in the city that makes it easier for people to travel by transit across these communities. The existence of an efficient transit loop in these communities will reduce the need to travel by car in this corridor, thus reducing air pollution. Further, the transit stations that will be created could foster more compact development in and around the system, thereby reducing long term traffic growth.

The second project is the proposed new Assembly Square Orange Line stop. This stop will service the newly proposed Assembly Square project, an important brownfields redevelopment site. The proposed plan for this site includes significant residential and commercial development as well as recreational possibilities along the waterfront. Without a transit station, the site is likely to become a traffic hotspot. However, a new transit station at Assembly Square should make it possible to transform that site into a model of transit oriented development, and significantly reduce the traffic impacts of the project.

Including these projects in the Transportation Plan is also important from an environmental justice perspective. These additions to the region's transit infrastructure will help reduce the impact of excessive traffic and air pollution on several urban neighborhoods that are already disproportionately affected by a combination of environmental and public health hazards related to traffic and parking. Making improvements that reduce these impacts is consistent with EPA's environmental justice goals.

Thank you for the opportunity to comment. Please feel free to contact me or Lucy Edmondson at (617) 918-1004 if you have any questions. We look forward to working with you on these issues.

Sincerely

Carl F. Dierker
Regional Counsel

Public Comments and MPO Responses From Fall 2001 Outreach

Commenter:	Town of Norwood
Type of Comment:	Project Specific
Abstract of Letter:	Requests that the I-95 (NB)/Dedham Street Ramp be included in the Plan. These improvements will work with other planned interchange improvements to significantly reduce morning westbound traffic on Neponset Street.
MPO Response:	This project has been included in the recommended list of projects in the 2000-2025 Transportation Plan Update.

GENERAL MANAGER
JOHN J. CARROLL
(781) 762-1240

December 11, 2001

Luisa Paiewonsky
Executive Secretary
Boston Metropolitan Planning Organization
Ten Park Plaza
Boston, Ma. 02116

Re: Revision to the Boston MPO Transportation Plan

Dear Ms. Paiewonsky,

On behalf of the Town of Norwood, I am requesting that the I-95 (NB) /Dedham Street Ramp be included in the updated Boston MPO Transportation Plan. This ramp, when completed, will work in conjunction with other planned improvements at the I-95/I-93 Interchange in Canton, to significantly reduce AM westbound traffic on Neponset Street in Norwood.

Neponset Street in Norwood is a minor arterial street that provides interconnection between Interstate 95 and Route 1. The Central Transportation Planning Staff (CTPS) has determined that commuter and truck traffic from the south often leaves I-95 at Neponset Street and travels on local streets (especially in Canton) to reach their destination. While I cannot speak for the Town of Canton, I can state that the 12% reduction in AM westbound traffic on Neponset Street in Norwood projected by CTPS if the I-95 (NB) /Dedham Street Ramp is constructed, will help immensely.

Thank you for the opportunity to comment. Please feel free to contact me if you have any questions.

Very truly yours

John J. Carroll
General Manager

Cc: Board of Selectmen
Planning Board

566 Washington Street, P.O. Box 40, Norwood, MA 02062-0040
Fax No. (781) 278-3000/VOICE/TTY - Use Phone Relay

Public Comments and MPO Responses From Fall 2001 Outreach

Commenter:	Town of Wilmington
Type of Comment:	Project Specific
Abstract of Letter:	The Wilmington Board of Selectmen are opposed to the reconstruction of the New Boston Street Bridge in Woburn. The town supports the I-93/Route 129 Interchange (Reading and Wilmington) and the I-93/Ballardvale Street Interchange (Wilmington).
MPO Response:	The MPO has heard from both the supporters and opponents of reconstructing the New Boston Street Bridge in Woburn. During the discussion of projects to be included in the 2000-2025 Plan Update, the Town of Wilmington was contacted so that its viewpoint could be considered in detail, along with those who supported this project. The New Boston Street Bridge is included in the Plan Update's recommended project list The MPO encourages Wilmington to work at the subregional level with its neighboring communities to reach a consensus, if possible, on this issue. Both the I-93/Route 129 Interchange (Reading and Wilmington) and the I-93/Ballardvale Street Interchange (Wilmington) projects have been included in the recommended list of projects in the Plan Update.

MPO UPDATE 2001

Regional Transportation Plan

New Boston Street Bridge

The official position of the Wilmington Board of Selectmen has been opposition to the reconstruction of the New Boston Street Bridge in Woburn. This position has been based on the lack of any documentation showing how this project would be in the best interests of the Town of Wilmington.

On behalf of the Town of Wilmington I would like to thank you for keeping us informed about this project. We appreciate the continued opportunity to be involved in any and all discussions regarding this project.

I-93/Route 129 Interchange (Reading & Wilmington)

The Town of Wilmington reiterates its support for this project and emphasizes its necessity.

I-93/Ballardvale Street Interchange (Wilmington)

The Town of Wilmington reiterates its support for this project and emphasizes its necessity.

Submitted by:
Lynn Goonin Duncan, AICP, Director of Planning
Town of Wilmington, 121 Glen Road
Wilmington, MA 01887
lduncan@town.wilmington.ma.us

Return to CTPS
Room 2150, Attn: Anne McGahan
10 Park Plaza
Boston, MA 02116

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Comments From February 2002 Plan Update

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Public Comments and MPO Responses From Winter 2002 Outreach

Commenter:	Charlestown Neighborhood Council (February 19, 2002)
Type of Comment:	Project Specific
Abstract of Comment:	The Charlestown Neighborhood Council supports the full build Urban Ring and suggests that it should be in the recommended list of projects in the Plan. They write that it provides maximum benefits including employment, affordable housing, and utilization of industrial and marine resources, particularly along the northern harbor communities, Charlestown, Everett, Somerville and Chelsea.
MPO Response:	Phase I of the Urban Ring project is included in the recommended list of projects included in the 2000-2025 Regional Transportation Plan Update and assumes 80% of the necessary funding will be provided through a congressional earmark in the § 5309 Bus Program. Phases 2 and 3 are included as an illustrative project. An illustrative project is not in the recommended plan because there is not now sufficient revenue to fund it. However, if funds become available, they may be included in a future update of the Plan.

Charlestown

Neighborhood Council
P.O. Box 397
Charlestown, MA 02129

Charlestown Neighborhood Council
Peter Looney, Chair
P.O. Box
Charlestown, MA 02129

February 19, 2002

Central Transportation Planning Staff
10 Park Plaza Suite 2050
Boston MA 02116

ATTN. Anne McGahan.

RE: Urban Ring Rail Project

The Charlestown Neighborhood Council supports the full build, Rail version of the Urban Transportation Ring, connecting Boston, Brookline, Cambridge, Charlestown, Somerville, Everett and Chelsea.

Although the "Full Build Version"is not included in the "Recommended List of Projects" for the Boston Metropolitan Planning Organization's public review draft of the regional Transportation Plan 2000-2025, the full build option, provides the best effort to produce Jobs, develop Affordable Housing and revitalize underutilized Industrial and Marine Resources along the North Shore District, especially for the Rail Yards of Charlestown and Everett, Assembly Square in Somerville and the Industrial Parks of Chelsea. Inclusion of these neglected commercial resources and a "Full Build" of The Urban Ring will secure a better Quality of Life for the many urban working families in these Neighborhoods.

The Charlestown Neighborhood Council endorses the full-build, rail version of the Urban Ring. The full build design should be included among the "Recommended Projects" in the final version of the 2025 Regional Plan.

Sincerely,

Peter Looney

Peter Looney
Chair, Charlestown Neighborhood Council

MAR -4 2002

Public Comments and MPO Responses From Winter 2002 Outreach

Commenter:	Representative Robert E. Travaglini and Representative Anthony Petruccelli (February 28, 2002)
Type of Comment:	Project Specific
Abstract of Comment:	Representatives Travaglini and Petruccelli support the East Boston Haul Road's inclusion in the Plan. They cite traffic congestion and public safety hazards caused by the current routing for truck traffic through the community. They add that it would be the first element of the Urban Ring.
MPO Response:	The East Boston Haul Road project is included in the recommended projects list for the Plan Update.

THE GENERAL COURT OF MASSACHUSETTS
STATE HOUSE, BOSTON 02133-1053

February 28, 2002

MAR -4 2002

Central Transportation Planning Staff
Attention: Anne McGahan
10 Park Plaza, Suite 2150
Boston, MA 02116

Dear Ms. McGahan

We are writing in regards to the draft 2000-2025 Transportation Plan Update. Specifically, we are writing in support of the component of the plan called the "East Boston Haul Road".

The proposed haul road would be located in the Day Square area of East Boston, specifically Neptune Road. Currently, Neptune Road is the main thoroughfare for airport related vehicles that are going back and forth from Logan Airport to the Chelsea overlay district. Trucks, buses and taxis are constantly blocking intersections, creating traffic delays and public safety hazards. The haul road would provide both transportation and environmental relief for the neighborhood by eliminating the gridlock that exists most of the day.

While the haul road's direct transportation benefits would be more than sufficient to justify it's placement at the beginning of any construction priority list, the fact that it would pave the way to the proposed urban ring circumferential transit project as it's first manifestation, is further justification fore the haul road's expeditious approval and construction.

If you have any questions, please do not hesitate to call us.

Sincerely,

ROBERT E. TRAVAGLINI
Senate Majority Whip

ANTHONY PETRUCCELLI
State Representative

Public Comments and MPO Responses From Winter 2002 Outreach

Commenter:	City of Woburn (March 1, 2002)
Type of Comment:	Project Specific
Abstract of Comment:	Mayor John C. Curran submits comments for the City, prepared by the Woburn Redevelopment Authority. He writes that the city is appreciative that two projects very important to Woburn are included in the Plan: the I-93/I-95 Interchange and the New Boston Street Bridge Reconstruction.
MPO Response:	The MPO appreciates your support for these two projects.

CITY OF WOBURN
MASSACHUSETTS

John C. Curran
Mayor

City Hall
10 Common Street
Woburn, MA 01801

Tel (781) 932-4501
Fax (781) 932-4506
jcurran@ci.woburn.ma.us

March 1, 2002

Central Transportation Planning Staff
10 Park Plaza – Suite 2150
Boston, MA 02116

Attention: Ms. Anne McGahan

Re: Boston MPO Transportation Plan
City of Woburn Comment

Dear Ms. McGahn:

As Mayor of the City of Woburn, I am submitting the attached comment regarding the Boston MPO Transportation Plan, prepared by the Woburn Redevelopment Authority on behalf of the city. Naturally, we are very pleased that two very important projects for Woburn in the Plan, the I-93/I-95 Interchange, and the New Boston Street Bridge Reconstruction. We understand that this is just the beginning, and that much planning, design, and public input must happen before the project can be considered for future finding. Nonetheless, this is an important first step.

We appreciate your effort and support.

Sincerely,

John C. Curran
Mayor

JCC:cas

Attachment

MAR -4 2002

Public Comments and MPO Responses From Winter 2002 Outreach

Commenter:	Woburn Redevelopment Authority (February 27, 2002)
Type of Comment:	Policy and Project Specific
Abstract of Comment:	The Redevelopment Authority writes that the city is gratified that the New Boston Street Bridge is included in the Final Network for Public Review. The project will not undermine any MPO policies and was found to support three. The Authority understands that the Town of Wilmington will not oppose the project's inclusion, but would like additional traffic planning. Woburn will stay in consultation with Wilmington. Regarding a comment by the North Suburban Planning Council, the city responded that the rating system for projects and policies should be evaluated and that while quantifiable definitions for each policy are useful, they should not be an automatic threshold for decisions on projects. They suggest the MPO carefully consider the practice of automatic thresholds before adopting it. The Authority provided a detailed example of the incomplete analysis this sort of rating system can produce. It submits a revised policy/project matrix for the New Boston Street Bridge project. It suggests coordination of the I-93/I-95 Interchange project and New Boston Street Bridge projects.
MPO Response:	The MPO encourages Woburn to continue to work at the subregional level with its neighboring communities to address their concerns with regard to the New Boston Street Bridge project. The New Boston Street Bridge project is included in the recommended project list for the Plan Update. The Policy/Project matrix in Appendix C was one working tool to assist the MPO in selecting projects for the Plan Update. The MPO plans to refine the matrix and reassess how it can best be used in future planning efforts.

Woburn Redevelopment Authority
371 Main Street, P.O. Box 72
Woburn, Massachusetts 01801
(781) 935-3010

John F. Marlowe, Chairman
John Connolly
Richard Easler
Richard O'Rourke
Donald Queenin

Donald J. Borchelt, Executive Director

The Draft Boston MPO Transportation Plan: 2000-2025
WRA Comment

February 27, 2002

On December 20, 2001, the Transportation Planning and Programming Committee of the Boston Metropolitan Planning Organization voted to recommend a package of amendments to the Boston Regional Transportation Plan, to be released for public comment. The City of Woburn was gratified that among the projects included in the amended plan was the reconstruction of the New Boston Street Bridge, located in North Woburn. Estimated at $2,000,000, the project was included in the Final Network for Project Review based in part upon an evaluation by CTPS staff which indicated that the project would contribute positively towards three of the twelve policy objectives stated in the plan. These three policies were:

- Policy 3: Improve Mobility
- Policy 8: Preservation/Modernization of System
- Policy 10: Strengthen Economic Opportunities

Furthermore, the project was not identified in the evaluation as undermining any of the policy objectives.

It is the City of Woburn's understanding that the Town of Wilmington, though not officially altering its long standing concern about the project, is willing to see the project included in the RTP in order for additional traffic planning and evaluation to be undertaken. This is a reasonable position, and the City of Woburn is grateful for this consideration. It is the City's intent to consult closely with the Town of Wilmington in the future planning and evaluation of this important project.

However, a draft comment regarding the Regional Transportation Plan prepared by the Metropolitan Area Planning Council, presented at the February 13th meeting of the North Suburban Planning Council, raised a question regarding the percentage of highway projects on the list (51%) which met only two or three of the plan's twelve goals, as specified in *RTP Appendix C*,

Tying Policies to Projects. This group, of course, includes the New Boston Street Bridge. The question was raised by MAPC:

> *The results of this rating exercise would lead one to question whether many of the highway projects meet the needs of the region. Should the MPO establish a threshold for including projects in the plan. Another possible conclusion is that the rating system itself needs to be evaluated.*

It is the opinion of the City of Woburn that a policy threshold using the ratings detailed in RTP Appendix C should not be applied until a thorough review of both the criteria and procedures for the rating are fully assessed. While the need to create quantifiable definitions for each policy for information purposes is well understood, the use of those definitions as an automatic decision making threshold would warrant far more discussion and evaluation. We would hope that the Transportation Planning and Policy Committee, and the Boston MPO, will give more thought, and allow for more public input, before adopting a threshold procedure. In effect, the rating system itself needs to be evaluated.

For example, one of the primary purposes of the New Boston Street Bridge Reconstruction is to improve access to the new Regional Transportation Center on Atlantic Avenue, and the surrounding land uses. The RTC, along with the new I-93 Commerce Way Interchange, are critical transportation facilities which allowed for the successful redevelopment of the North Woburn Industriplex Superfund Site. This redevelopment project was recognized by the EPA with a regional "Phoenix" award, as an exemplary national model for the redevelopment of urban "brownfields." The Anderson RTC was a critical component of this project, and both Massport and the MBTA shared in the award recognition. To the City of Woburn, the New Boston Street Bridge Reconstruction is just "unfinished business" related to the transportation component of the Industriplex Project.

As a result, the New Boston Street Bridge project clearly supports the objectives of MAPC's Metroplan for land use within the so-called "Multi-Service Area", as well as the brownfields redevelopment objectives of the Commonwealth of Massachusetts. Therefore the project, in a general sense, supports RTP Policy 1, "Promote transportation projects that support state, regional, and local land use policies." However, the operational definition in RTP Appendix C only gives a "plus" to a project which is "located within or providing access to a transportation analysis zone with a combined population and employment per square mile of more than 8,000 persons, or located within or providing access to a Concentrated Development Center." While one could certainly argue that by providing improved access to the Anderson RTP, the project provides access to eligible TAZs and CDCs, the rating exercise was clearly not set up to do that level of analysis. As strictly an informational tool, it may be adequate. Any rating system which would promote itself as a funding threshold, however, would have to be more finely tuned to more accurately reflect the actual policy objectives.

Similarly, the New Boston Street Bridge Project arguably supports seven out of the twelve RTP policies, at least to some degree. The table below reflects our proposed rating for the project. If requested, the Woburn Redevelopment Authority will provide more information regarding

Tying Policies to New Boston Street Bridge Reconstruction Project (WRA)	
1. Promote transportation policies that support state, regional and local land use policies.	+
2. Improve safety and security for all transportation system users.	+
3. Improve transportation mobility for people and freight.	++
4. Minimize transportation-related pollution of the environment and promote conservation.	+
5. Provide and improve connections among transportation modes.	+
6. Provide a transportation system that is accessible to all people.	
7. Promote the equitable sharing of the transportation system's benefits and burdens.	
8. Emphasize the preservation and modernization of the existing transportation system.	++
9. Promote public involvement in all phases of transportation planning and design.	
10. Strengthen the economic opportunities in the Boston region...	++
11. Support the preservation of community resources and character in the planning process.	?
12. Efficiently and effectively secure and apply financial resources...	
Total	7
++ assigned a "plus" by CTPS review.	

the project's applicability to each policy.

A final point: the New Boston Street Bridge Reconstruction also relates to and supports another significant project in the RTP, the new I-93/I-95 Interchange, located in both Woburn and Reading. Much of the congestion along the area's arteries, including Washington Street, Salem Street, Mishawum Road, and Commerce Way, are addressed in some fashion by both projects. Planning for both projects should be coordinated.

Public Comments and MPO Responses From Winter 2002 Outreach

Commenter:	Stephen Truitt, Resident of Boston (February 25, 2002)
Type of Comment:	Project Specific
Abstract of Comment:	Mr. Truitt writes in support of the Assembly Square Orange Line Station. He comments that the station has wide support in Somerville. This project would have a positive impact on the entire region, contribute to growth, but reduce traffic demand and the resulting environmental impacts on air, noise, and water quality.
MPO Response:	The MBTA supports the Assembly Square Orange Line Station and is actively working with the City of Somerville to identify possible funding sources including innovative financing under the Transportation Infrastructure Finance and Innovation Act (TIFIA) program. This project is included in the recommended list of projects in the 2000–2025 Transportation Plan Update.

February 25, 2002

Central Transportation Planning Staff
Attn: Anne McGahan

MAR -4 2002

10 Park Place, Room 2150
Boston, MA 02116

To Anne McGahan and the Central Transportation Planning Staff:

I am writing to submit comments about the most recent MPC Regional Transportation Plan for your review and consideration, especially about the need for a T stop at Assembly Square:

1. **Everyone I speak with in Somerville supports an Assembly Square T Stop.** They recognize that it would allow for growth in the region without the negative impacts of car-based traffic. City government, citizens, and developers are working together to ensure that the T stop is built and that local growth takes advantage of it.

2. **An Assembly Square T Stop would have an enormous positive impact on the entire region unlike any other.** Somerville used to have exemplary public transportation, but since World War II, regional transportation improvements have been focused on highway development and the area has become more and more isolated from the benefits of Boston's famous public transportation. These changes have created unfair ecological and economical burdens for the city that can be largely addressed through the building of an Assembly Square T stop. Five commuter rail lines, and three T lines use our city, with stops near and surrounding our boundaries, with only one stop within the city (Red Line – Davis Square). There are also four state and one interstate highways that contribute to the preponderance of automobile use and traffic which creates an unfair pattern which other Boston-area cities have been able to mitigate by reaping the benefits of T development and alternate transportation options. By building the Assembly Square T stop we would have a chance to redress some of this damage and restore equity to the public transportation system regionally.

3. **Building an Assembly Square T Stop Contributes to Growth while being ecologically sound.** Somerville–especially east Somerville and Assembly Square–needs improved pedestrian and transit access for the proposed development. A T stop would reduce the number of cars which would in turn have a positive impact on air and noise pollution as well as water quality (due to a decreased need for paved-surface parking lots) and quality of life for surrounding neighborhoods.

4. **NOT building the Assembly Square T stop will lead to disastrous traffic increases.** There are currently at least five big box stores eager to build in the Assembly Square area, with a combined traffic impact of over 50,000 cars per day. With a T stop in place, alternative development proposals would set the tone, so that the neighborhoods, the city, and the visitors to Assembly Square can have a positive experience,

I believe (and so do many others) that now is the time for a T stop in Assembly Square. The citizens, city government and business leaders support it, the research supports the economic, social, and ecological benefits, and it would unlock the potential for this part of Somerville to grow in healthy, sustainable, long term ways.

Thank you for joining in recommending an Assembly Square T stop for the city of Somerville.

Sincerely,

Steven Truitt

Steven Truitt
P.O. Box 127
Boston, Massachusetts 02127
(617) 908-7689

Public Comments and MPO Responses From Winter 2002 Outreach

Commenter:	Representative Jarrett T. Barrios (February 25, 2002)
Type of Comment:	Project Specific
Abstract of Comment:	The Urban Ring Phases II and III should be included in the Plan Update; full implementation of the project is important. Not selecting them indicates that the welfare of Boston, Chelsea, Somerville, Everett and Cambridge is not a priority. He supports bus rapid transit along the Urban Ring corridor and a rail rapid transit line between Sullivan and Dudley via Cambridgeport, the Longwood Medical Area and Ruggles. Possible options for funding the full project: flexing highway funds to transit, or eliminating the Red/Blue Connector (not needed with the construction of the Airport Intermodal Transit Connector/Silver Line). He also suggests that the MPO should assume more available money as he feels that its tax revenue estimates might be too conservative.
MPO Response:	Phase I of the Urban Ring project is included in the recommended list of projects included in the 2000-2025 Regional Transportation Plan Update and assumes 80% of the necessary funding will be provided through a congressional earmark in the § 5309 Bus Program. Phases 2 and 3 are included as an illustrative project. An illustrative project is not in the recommended plan because there is not now sufficient revenue to fund it. However, if funds become available, they may be included in a future update of the Plan. Prioritizing transit projects over highway projects has been considered by the MPO. During the development of the 2000-2025 Transportation Plan Update, the MPO determined that there would be no flexing of funds from one mode to another (highway funds for highway projects, transit funds for transit projects.) The MPO has selected its highway projects in large part to address the projected growth under a no-build scenario. It is not the MPO's intent to encourage or facilitate growth in single-occupancy vehicle travel beyond that which is projected in the no-build scenario. The Red Line/Blue Line Connector is included in the list of recommended projects for the 2000-2025 Transportation Plan Update. The MBTA will be undertaking a study of the comparative benefits of the Red Line/Blue Line connector and alternate projects proposed for substitution. The sales tax estimates used in the Plan Update could very well prove to be conservative. The MBTA's experience with forward funding is limited and they strongly recommend that the MPO use the conservative projections especially in the early years of forward funding.

The Commonwealth of Massachusetts

HOUSE OF REPRESENTATIVES
STATE HOUSE, BOSTON 02133-1054

JARRETT T. BARRIOS
REPRESENTATIVE
28TH MIDDLESEX DISTRICT

ANDREW D. DIXON
LEGISLATIVE AIDE

Committees:
Banks and Banking
Housing and Urban Development
Steering, Policy and Scheduling

ROOM 130, STATE HOUSE
TEL. (617) 722-2130
FAX (617) 722-2002

FEB 26 2002

February 25, 2002

Ms. Anne McGahan
CTPS
10 Park Plaza, Suite 2150
Boston, MA 02116

Dear Ms. McGahan:

I am writing to express my concern over the 2000-2025 MPO Regional Transportation Plan Update. This plan provides a listing of transportation improvement projects to be undertaken over the next 25 years, including phases II and III of the Urban Ring venture only as 'illustrative projects' and not as definite implementations.

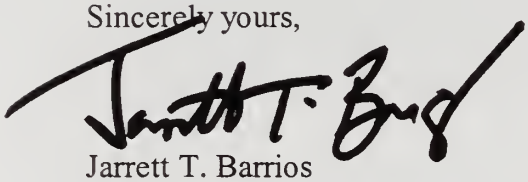
These projects are essential to the increased efficiency of the region's transportation system by establishing a bus rapid-transit service along the proposed corridor and a rail rapid-transit line between Sullivan and Dudley via Cambridgeport, the Longwood Medical Area and Ruggles. By labeling them as possible future goals, this clearly demonstrates that the welfare of the cities of Boston, Chelsea, Somerville, Everett and Cambridge is not a priority.

The definite implementation of phases II & III will not require extra money immediately. This problem can be alleviated by either flexing highway dollars for transit or by eliminating the Red-Blue Connector, a project that is inherently flawed and redundant anyway given that the Airport Intermodal Transit Connector/Silver Line is going to be built and would provide more convenient access to the Airport.

Additionally, it is possible that the MPO is being too conservative with their estimates on the revenue likely to be available to fund projects over the 25-year range, and that they should simply assume more money will be accessible. By using a sensible estimate, one that is not purposely deflated, more projects will be able to be marked as definite implementations.

If you have any questions or concerns, or if I can be of any assistance in the matter, please do not hesitate to contact my office. I am

Sincerely yours,



Jarrett T. Barrios
STATE REPRESENTATIVE

CC: Mr. Michael Sullivan, Mayor of Cambridge
Mr. David Ragucci, Mayor of Everett
Ms. Dorothy Kelly Gay, Mayor of Somerville
Mr. Thomas Menino, Mayor of Boston
Mr. Brian Murphy, Cambridge City Councilor

Public Comments and MPO Responses From Winter 2002 Outreach

Commenter:	City of Cambridge (February 28, 2002)
Type of Comment:	Project Specific
Abstract of Comment:	The MPO is strongly urged to include the Urban Ring Phase 2 in the list of recommended projects in the Plan. The MPO should select projects that support the adopted Regional Land Use and Development Plan. The Plan would be improved if there were more detailed discussion of how the policies will be implemented and how they relate to the projects selected. Pay more attention to regional bicycle, pedestrian, and transportation demand management issues. Cambridge writes that Phase 1 does not meet the transportation needs (nor address the region's environmental justice goals) in this high-density, low-income corridor. The great potential for development in the Urban Ring corridor is dependent upon improvements in public transportation. The project is consistent with the MPO policies discussed in the Plan. They view the omission of Phase 2 as a major deficiency.
MPO Response:	In the development of the 2000-2025 Transportation Plan Update, the MPO tied all projects included in the universe of projects to its adopted policies. The results of this exercise were used to inform the MPO's selection of projects. Although a large part of the decision for selecting a project is legal commitments, financial constraints, geographic equity and professional judgement, the MPO plans to continue to explore ways to enhance its decision-making capabilities. Phase I of the Urban Ring project is included in the recommended list of projects included in the 2000-2025 Regional Transportation Plan Update and assumes 80% of the necessary funding will be provided through a congressional earmark in the § 5309 Bus Program. Phases 2 and 3 are included as an illustrative project. An illustrative project is not in the recommended plan because there is not now sufficient revenue to fund it. However, if funds become available, they may be included in a future update of the Plan.

CITY OF CAMBRIDGE • EXECUTIVE DEPARTMENT

Robert W. Healy, City Manager *Richard C. Rossi, Deputy City Manager*

February 28, 2002

MAR -4 2 2

Boston Region MPO
10 Park Plaza, Suite 2150
Boston, MA 02116
Attn: Anne McGahan

Dear Ms. McGahan:

Thank you for the opportunity to review and comment on the 2001 Update of the 2000-2025 Transportation Plan for the Boston Metropolitan Planning Organization.

We are pleased that the population and employment forecasts for the plan use year 2025 demographic data based on MAPC's "Targeted Growth Scenario" rather than the traditional "Trends Extended" forecasts. These new projections emphasize growth in areas where transit service will be available. However, the next logical step would be to identify which proposed projects and programs support the adopted Regional Land Use and Development Plan and which would facilitate growth patterns contrary to the adopted development plan. This revised process would produce a much better list of projects and programs for implementation.

The plan would be even better if there was a section indicating how the transportation policies will be implemented and how the projects are related to the policies. We would also like to see more attention paid to regional bicycle, pedestrian, and transportation demand management (TDM) issues.

Our major issue concerns the Urban Ring and the fact that only the first phase of this critical project is included in the recommended plan. Phase 1 consists of new bus routes that could and should be implemented as part of the MBTA's ongoing service planning process. Implementing only these new bus routes in this high-density low-income corridor does not meet the travel needs in the Urban Ring corridor or the region's goals for environmental justice. Thus, the omission of Phase 2 is a major deficiency of the plan.

The City of Cambridge along with the other Urban Ring Compact Communities have been working with the MBTA since 1995 to advance the planning for all phases of this critical project. In recent years Cambridge has seen tremendous growth in the Urban Ring corridor and significant development potential remains. This potential cannot be realized given existing roadway congestion in the inner core without major improvements to the public transportation system. The regional transportation and land use benefits of the Urban Ring have been well

795 Massachusetts Avenue, Cambridge, Massachusetts 02139
Voice: 617.349.4300 Fax: 617.349.4307 TTY: 617.349.4242 Web: www.ci.cambridge.ma.us

documented in the MBTA's Urban Ring Major Investment Study and the project is consistent with the guiding principles and policies for the update of the Regional Transportation Plan. We therefore strongly urge you to reexamine the list of recommended projects and find a way to include Phase 2 of the Urban Ring in the current plan update.

Thank you for the opportunity to provide input on this important document.

Very truly yours,

Robert W. Healy
City Manager

Public Comments and MPO Responses From Winter 2002 Outreach

Commenter:	Barbara Steiner, Resident of Somerville (February 28, 2002)
Type of Comment:	Project Specific
Abstract of Comment:	Approve the Green Line extension project and include a station at Union Square. It would: divert commuters from the Union and Inman Square areas to transit, relieving automobile congestion and parking demand at Inman Square; encourage economic development in Union Square as it will improve access; and improve air quality. The existing rail line could be used and an interim commuter rail stop could be provided. She comments that Somerville is now under-served by transit, although it is the most densely populated city in the area. There is only one transit station, so commuting is difficult, requiring travel through congested streets by bus or car. The area continues to develop, so traffic congestion will worsen.
MPO Response:	The 2000-2025 Transportation Plan Update includes the Green Line extension to Medford Hillside. A station in Union Square is included in the Universe of Projects, a list of all projects that were considered for inclusion in the Plan. The MBTA is currently working to update its Program for Mass Transportation (PMT). The PMT serves as the MBTA's long-range capital improvement program but it is unconstrained from a financial perspective. The analysis of projects for the PMT will influence both future RTPs as well as the MBTA five-year capital program. In addition, the MPO anticipates that the Unified Planning Work Program will have a study to consider the alignment of the Green Line Extension. In addition, the MPO anticipates that the Unified Planning Work Program will have a study to consider the alignment of the Green Line Extension.

Anne McGahan

From: "Steiner, Barbara A." <BSTEINER@PARTNERS.ORG>
To: <mcgahan@ctps.org>
Sent: Thursday, February 28, 2002 3:48 PM
Subject: Mass Transit Improvements for Somerville

February 28, 2002

Central Transportation Planning Staff
Attn: Anne McGahan
10 Park Plaza, Suite 2150
Boston, MA 02116

Dear Ms. McGahan:

As a resident of Union Square, Somerville, I am writing to encourage your institution to extend the MBTA Green Line to Union Square.

Somerville is woefully underserved by the MBTA. Although it's the most densely-populated city in the metropolitan area, and its border with Boston is within a mile or two of downtown, the financial district and Copley Square, it has only one T stop (while Cambridge has five and Brookline has many more). This makes commuting a nightmare, as city residents are forced to wade through a maze of congested streets, either by bus or car.

Union Square in particular can be a traffic nightmare. It often takes busses so long to get through the Square that it's impossible to know whether you'll get to work on time. Because of this, many people would rather drive than take the bus. This of course means even more traffic and an even worse commute. It also makes for very polluted air, not only for Somerville but for surrounding areas too.

This congestion is only going to get worse. There are new -- and fairly dense -- urban residences being built on and around Columbia St. between Union Square to Cambridge Street. There may be more develoments slated for the area that I'm unaware of, but these new apartments definitely mean more residents, more cars, and more commuters trying to get to work or school. As it is, it's tough to navigate local streets, the air quality is lousy, and the closest T is at least a mile away. The way things are going, it can only get worse.

Putting in a Green Line extension into Union Square -- in a location convenient to where most people live -- makes sense for a whole host of reasons.

* It will alleviate auto traffic (which will help the busses run on time more often) from commuters from both Union and Inman Squares. It can also alleviate a serious parking problem in Inman Square, which in the evenings is packed with people who come from all over Cambridge, Somerville and parts of Boston to eat at its many restaurants.

* It will help encourage and support economic development in Union Square (something which is sorely needed) by encouraging foot traffic, reducing auto

traffic and making it easier for people to visit and live there.

* It will improve air quality, and hence public health.

Putting a Green Line extension into Union Square -- either a spur from Lechemere or an actual direct line -- should not be a major engineering endeavor. We already have a commuter rail line that runs through the neighborhood, in a location that would be perfect for the Square and for the residences around Columbia. At the very least, the city and state should consider putting a commuter rail stop into the Square as an interim solution. I promise you, every resident will thank you from the bottom of our hearts. Union Square has been without decent mass transit for too long. Please, make sure we don't get bypassed this time around!

Thank you.

Sincerely,

Barbara Steiner
29 Quincy St. #2
Somerville, MA 02143
(617) 776-3033

Public Comments and MPO Responses From Winter 2002 Outreach

Commenter:	James M. Williamson, Resident of Cambridge (February 28, 2002)
Type of Comment:	Project Specific
Abstract of Comment:	Mr. Williamson submits five comments: 1) Public funds should be shifted from automobiles and highways to public transportation, 2) Somerville deserves an Orange Line station and extension of the Green Line to Union Square, 3) The Lafayette Square and Cambridgeport Roadways projects would mainly benefit MIT and nearby biotech and pharmaceutical companies at the expense of the nearby residential neighborhood, 4) Improving frequency of bus and rapid transit service, including weekend service, should be given priority, and 5) The MBTA's recent commercialization is disrespectful of its riders.
MPO Response:	Prioritizing transit projects over highway projects has been considered by the MPO. During the development of the 2000-2025 Transportation Plan Update, the MPO determined that there would be no flexing of funds from one mode to another (highway funds for highway projects, transit funds for transit projects.) The MPO has selected its highway projects in large part to address the projected growth under a no-build scenario. It is not the MPO's intent to encourage or facilitate growth in single-occupancy vehicle travel beyond that which is projected in the no-build scenario. The MBTA supports the Assembly Square Orange Line Station and is actively working with the City of Somerville to identify possible funding sources including innovative financing under the Transportation Infrastructure Finance and Innovation Act (TIFIA) program. This project is included in the recommended list of projects in the 2000-2025 Transportation Plan Update. The 2000-2025 Transportation Plan Update includes the Green Line extension to Medford Hillside. A station in Union Square is included in the Universe of Projects, a list of all projects that were considered for inclusion in the Plan. The MBTA is currently working to update its Program for Mass Transportation (PMT). The PMT serves as the MBTA's long-range capital improvement program but it is unconstrained from a financial perspective. The analysis of projects for the PMT will influence both future RTPs as well as the MBTA five-year capital program. In addition, the MPO anticipates that the Unified Planning Work Program will have a study to consider the alignment of the Green Line Extension. The MPO believes that the Lafayette Square and Cambridgeport Roadways projects both provide new connections and facilitate existing connections for all users of the roadway system. Improved frequency of bus and rapid transit service is an MBTA operational issue. The MBTA Service Planning process provides a mechanism for reallocation of vehicle resources from underused routes to those with unmet demand. Increasing weekend frequency particularly would require no additional vehicle purchases and therefore is not an issue that can be addressed through the recommended set of projects for the Plan Update. The MPO supports any initiatives the MBTA undertakes to increase system revenue. The MPO does not oppose increased MBTA advertising revenues as long as they do not come at the expense of service and safety.

Anne McGahan

From: "James in Cambridge" <tompaine@hotmail.com>
To: <mcgahan@ctps.org>
Sent: Thursday, February 28, 2002 9:03 PM
Subject: MPOPlan Update "Draft" comments

Dear Ms. McGahan:
[My email address is for this communication, and any confirmation or related exchange only, please.]

Please find my comments on the "MPO Update" enclosed. Unfortunately, they must necessarily be brief:

1) There should be a massive shift of public funds away from automobile, highway and oil company subsidies to support and expand public transportation. The reasons should be obvious to all but the committed gas-guzzler.
2) Somerville deserves a new stop on the Orange Line, and a stop on a Green Line extension in Union Square. These should proceed before any further allocation of funds for any highway improvements.
3) The proposed funds for Cambridge (Lafayette Square and Cambridgeport Roadways) amount to an almost exclusive benefit to MIT and the massive corporate biotech and pharmaceutical developments on the land they profit from there, at the expense of the immediate residential neighborhood. This seems like a giant bit of corporate welfare facilitated by a manipulated and phony "public process."
4) As a regular user of both buses and the subway I am MOST CONCERNED that there will be insufficient attention paid to prioritizing the urgent need for IMPROVED FREQUENCY OF SERVICE on buses and trains (especially for WEEKEND SERVICE.) The Orange Line should have improved frequency of service immediately. (I dread having to rely on it for a trip out in the direction of Jamaica Plain, etc...)
5) There has been an alarming pattern of gross commercialization on the 'T' in recent years, disrespecting and abusing 'T' riders who should instead be honored and rewarded for their patience, contribution to the environment, etc... To the extent the "MPO Update" can reflect this dimension of public concern I hope this issue will be noted and treated with increasing attention and care in the future.

Thank you.

Yours truly,

James M. Williamson
17 Perry Street
CAmbridge, MA 02139

Send and receive Hotmail on your mobile device: http://mobile.msn.com

Public Comments and MPO Responses From Winter 2002 Outreach

Commenter:	Tim Baldwin, MassBike (February 13, 2002)
Type of Comment:	Policy Specific
Abstract of Comment:	Available federal enhancement funds should be spent and Safe Routes to School pilot projects should be implemented throughout the region. Public health should be clearly noted as a goal in the Plan. The MPO and MassHighway need to create enforcement procedures, pursuant to the 1996 Bike/Pedestrian Access law. Finally, the MPO should work on creating regional bicycle routes that would serve both commuters and tourists.
MPO Response:	The MPO agrees that federal enhancement funds should be spent and encourages communities to submit eligible projects to the MPO. The MPO agrees that health, safety, and connectivity concerns are important and has made an effort to address these concerns during the work on revising the policies for the 2000-2025 Transportation Plan Update.

PLAN UPDATE → ***PLEASE SHARE YOUR COMMENTS AND IDEAS***

ON THE

MPO REGIONAL TRANSPORTATION PLAN
PLAN UPDATE

A strong priority should be towards spending available federal enhancement money, as well as implementing safe routes to school pilot projects throughout the region. Emphasize public health as an explicit goal in the long range plan.

The 1996 Bike/Ped Access law also requires bike/ped accommodation. The MPO should create enforcement procedures, ~~[illegible]~~ in conjunctions with other agencies such as MassHighway, to make sure that municipalities follow the spirit of the law.

Strong emphasis should be made towards creating bicycle routes that serve a regional purpose as both tourism and commuting facilities.

Please add my name to the mailing list.
(Please provide your complete address.)

Name Tim Baldwin

Address MassBike 59 Temple Place #669 Boston MA 02111

E-mail

Please Return to:
CTPS
Room 2150, Attn: Anne McGahan
10 Park Plaza
Boston, MA 02116

2/13/02

Public Comments and MPO Responses From Winter 2002 Outreach

Commenter:	Bryce Nesbitt, Resident of Cambridge (February 25, 2002)
Type of Comment:	Policy Specific
Abstract of Comment:	The Plan's vision does not include stimulating non-automobile transportation. The Plan needs to address the problem of getting to transit without an automobile and be a stronger advocate for the non-motorized modes. Provide a connected system of bicycle trails and facilities, which are a precondition to bicycling as a mode choice, and a program for facilities improvements at and near stations. Policy 5 should include bicycle trails and safe, non-motorized routes to intermodal facilities. Policy 2 should address safe routes to school, so that students don't need to be driven or bussed. The Plan should outline a vision of a connected bicycle system. The MPO needs to provide: 1) a continuous regional network of dedicated off-road, "multi-use/bicycle freeways," connected to a secondary network of continuous bicycle and pedestrian-friendly streets, 2) transit connections to trails, 3) downtown connections to bicycle routes, and 4) local bicycle parking enhancements and region-wide bicycle theft reduction efforts. Use 10% of funds for station parking on bicycle/pedestrian-friendly facilities and amenities, or as matching funds for local bike path and trail projects. Use a rating system to be used when considering projects.
MPO Response:	Prioritizing transit projects over highway projects has been considered by the MPO. During the development of the 2000-2025 Transportation Plan Update, the MPO determined that there would be no flexing of funds from one mode to another (highway funds for highway projects, transit funds for transit projects). The MPO has selected its highway projects in large part to address the projected growth under a no-build scenario. It is not the MPO's intent to encourage or facilitate growth in single-occupancy vehicle travel beyond that which is projected in the no-build scenario. The MPO shares your interest in stimulating non-automobile access to transit. However, most shuttle projects and bicycle connections to transit stations do not meet the threshold for being considered regionally significant, and requiring inclusion in the Plan. Over the past year, the MPO has worked on improving the policies contained in Chapter 1. The policies and goals were revised to clarify the vision for the region. Your comments on the goals will be considered in any future revisions to the policies.

Central Transportation Planning Staff
ATTN: Anne McGahan
10 Park Plaza, Suite 2150
Boston, MA. 02116

FEB 28 2002

February 25, 2002

Dear Central Transportation Planning Staff;

I am writing to comment on the plan update for the 2000–2025 Regional Transportation Plan.

I find this document highly disappointing in it's vision with regard to enabling non–automobile travel. Traveling without a car requires first getting to a transit station or other collection point. It's a big weakness in the current system, and hardly addressed by the plan and plan update.

Policy 5, in particular, should articulate a vision of not just "bicycle parking" to "increase capacity", but trails and safe non–motorized routes to intermodal facilities. **Policy 2** should talk about creating "safe routes to school", so kids don't need to be driven or bussed.

Facilities for bicycle commuters are the most fragmented of any transportation mode. The Regional Transportation Plan could, and should, outline a vision of a connected bicycle transportation system. Rather than drawing proposed multi–use trails, as **Map 6–3** does, the MPO should be drawing lines *between* proposals.

Only through a connected system can there be hope of significant conversions to the bicycle mode. Imagine for a moment if automotive facilities started and stopped the way bicycle facilities do. Imagine if lanes of automobile traffic ended abruptly. Imagine if the MassPike suddenly ended, then started again after a bad intersection. If automotive facilities were this fragmented, automobiles would be much less popular, and the accident rate would be much higher.

Specifically I propose the MPO articulate the following goals:

1. A continuous regional network of dedicated off-road "multi–use/bicycle freeways", connecting to a secondary network of continuous bicycle & pedestrian friendly streets.
2. Connection of every transit hub to multi–use trails.
3. Connection of every downtown to bicycle routes.
4. Local bicycle parking enhancements, and regionwide bicycle theft reduction efforts.

10% of the money spent on transit station parking each year should be programmed instead improving other types of access to stations. This money could be used for sidewalks, protected bike parking, pedestrian bridges, kiss–n–ride, bus stops and as seed or match money for local projects such as bike paths and rail trails *.

Keep in mind that each new parking space makes it that much harder to approach a transit station any other way. *The impact of parking must be mitigated to prevent a spiraling need for parking.*

The MPO can administer these goal by evaluating projects, and awarding "bonus points" to non–motorized trail & path projects according to the following:

Length of completed system (0–5)
Up to 5 points will be awarded to projects based on the overall connected length of the completed network, including all existing facilities of a similar nature.

Only substantial and functional connections will be counted. Breaks in the network (such as a bad intersection, or bridge) will diminish the award in this category.

Intermodal Connections (0–5)
Up to 5 points will be awarded to projects that improve direct access to public transit facilities. Points will be awarded based on the current average daily ridership at the involved facilities.

Each year's projects with the least and most connected riders will receive 0 and 5 points respectively, all other projects will receive points on a sliding scale.

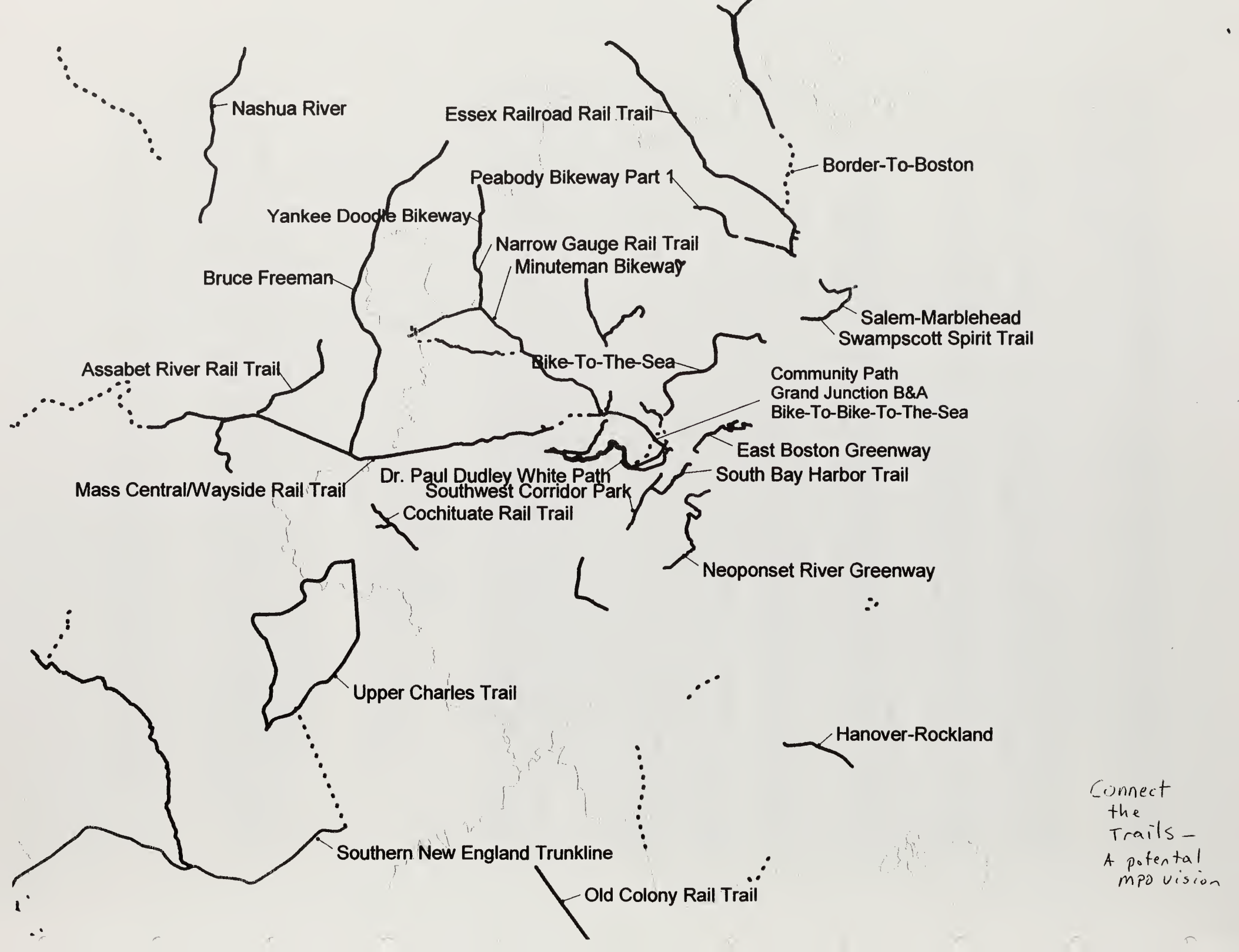
Only substantial and functional connections made within a 2 mile travel distance of the transit facility will be counted.

Safe bicycle parking (0–2)
Up to 2 points will be awarded for projects that include bicycle storage, especially facilities that are covered and security monitored.

Concrete goals & policies, not fuzzy "feel good" recommendations, are needed to increase the non–motorized mode share, for the benefit of all residents of the region. I encourage the MPO to articulate a more forceful vision for the future of non–motorized transport.

Bryce Nesbitt
170A Coolidge Hill
Cambridge, MA 02138
bryce@obviously.com

* There are good projects out there, such as the 2 1/4 mile Somerville Community Path which connects to 3 subway lines and gets within 2000 feet of North Station. Such paths can extend the transit station "catchment area", leveraging investment in the existing infrastructure.


Nashua River
Essex Railroad Rail Trail
Border-To-Boston
Peabody Bikeway Part 1
Yankee Doodle Bikeway
Narrow Gauge Rail Trail
Minuteman Bikeway
Bruce Freeman
Salem-Marblehead
Swampscott Spirit Trail
Bike-To-The-Sea
Assabet River Rail Trail
Community Path
Grand Junction B&A
Bike-To-Bike-To-The-Sea
East Boston Greenway
Dr. Paul Dudley White Path
South Bay Harbor Trail
Mass Central/Wayside Rail Trail
Southwest Corridor Park
Cochituate Rail Trail
Neoponset River Greenway
Upper Charles Trail
Hanover-Rockland
Southern New England Trunkline
Old Colony Rail Trail
Connect the Trails – A potential MPO vision

Powow Riverwalk
Border-To-Boston
Newburyport MBTA paths
Essex Railroad Rail Trail
Border-To-Boston
Mason NH Rail Trail ext. to Townsend
Nashua River
North Central Pathway
Franklin County Bikeways
Yankee Doodle Bikeway
Ashuwillticook Trail
Peabody Bikeway Part 3
Ware River Trail
Bruce Freeman
Assabet River Rail Trail
Salem-Marblehead
Swampscott Spirit Trail
Mass Central/MCRT
Bike-To-The-Sea
Williamsburg/Burghy Bikeway
Norwottuck Rail Trail
East Boston Greenway
East Boston Greenway
Mass Central/MCRT
Assabet River Rail Trail
Southwest Corridor Park
South Bay Harbor Trail
Northhampton Bikeway
Manhan Rail Trail
Cochituate Rail Trail
Mass Central/Ware to Hardwick
Neoponset River Greenway
Upper Charles Trail
Southhampton/Easthamptom
Dedham Rail-Trail
Hanover-Rockland
Blackstone River Bikeway
Metacomet Land Trust
Highland Division Rail-Trail
Southwick Rail Trail
Redstone Trailway
Quinebaug Valley Trail
Southern New England Trunkline
Old Colony Rail-Trail
Cape Cod Canal Bike Paths
Cape Cod Canal Bike Paths
Cape Cod Rail Trail
Phaonix Bika Trail/Marion-Wareham
Quequechan River Regional
Quequechan Riger Regional
Pheonix Bike Trail/Mattaposett
Cape Cod Rail Trail/Chatham
Falmouth Shining Sea Trail
Phaonix Bika Trail
Martha's Vinayard

Public Comments and MPO Responses From Winter 2002 Outreach

Commenter:	Ivey St. John, Resident of Charlestown and Urban Ring Advisory Committee member (February 9, 2002)
Type of Comment:	Project Specific
Abstract of Comment:	Ms. St. John commented that the full build Urban Ring project should be included in the recommended list of projects in the Plan. She says that Charlestown suffers from heavy traffic congestion. Much of the traffic originates in communities that would be served by the Urban Ring. Charlestown is relying on the Urban Ring to help reduce its traffic congestion problem.
MPO Response:	Phase I of the Urban Ring project is included in the recommended list of projects included in the 2000-2025 Regional Transportation Plan Update and assumes 80% of the necessary funding will be provided through a congressional earmark in the § 5309 Bus Program. Phases 2 and 3 are included as an illustrative project. An illustrative project is not in the recommended plan because there is not now sufficient revenue to fund it. However, if funds become available, they may be included in a future update of the Plan.

6 Wallace Court
Charlestown, Massachusetts 02129
617-241-8981

FEB 12 2002

Central Transportation Planning Staff
10 Park Plaza
Suite 2050
Boston, MA 02116

Attn: Anne McGahan

February 9, 2002

Dear Ms McGahan,

I was surprised and disturbed to learn from the Conservation Law Foundation, of which I am a member, that the Urban Ring was not included in the "Recommended List of Projects" in the Boston Metropolitan Planning Organization's public review draft of the regional Transportation Plan 2000-2025.

I am the Charlestown representative to the Urban Ring Advisory Committee and I am deeply distressed at the implication of excluding the Urban Ring from the Boston MAPO Plan. Charlestown right now, this minute, this week, this year is strangling on traffic. We cannot get out of this community in the morning rush hour starting at 6:00 am nor can we from 2:30 on in the afternoon in less than 15 to 20 minutes, generally longer.

Boston Transportation has done a study of traffic coming through Charlestown right now and it is all regional traffic coming from non- Route 93 sources. It is traffic from Urban Ring study communities. We **must** have the Urban Ring transportation system or this community will never take back its streets and be allowed to enhance its residential character.

Please ensure that the Urban Ring's full build is included in the recommended list of projects in the final version of 2025 Regional Plan. Do not condemn my community to permanent traffic gridlock.

Sincerely,

Ivey St. John

Cc Peter Looney, Charlestown Neighborhood Council
Judy Evers, Mayor's Office, Neighborhood Services
Peter Calcaterra, Urban Ring Study
Conservation Law Foundation

Public Comments and MPO Responses From Winter 2002 Outreach

Commenter:	John Kyper, Resident of Roxbury (December 28, 2000 and February 19, 2002)
Type of Comment:	Project Specific
Abstract of Comment:	Public transit service should be increased in Boston and throughout the region, so that fewer people would have to own cars. Provide rail service throughout the city instead of buses, which are infrequent and overcrowded. Replace the Silver Line with light rail to Park Street via the Tremont Street tunnel, eliminating the connection with the South Boston Waterfront Transitway. Communities along the Washington Street corridor will not have destinations in the Waterfront area, and Roxbury and Dorchester will not be destinations for visitors at the Convention Center. Questions the viability and effectiveness of the Silver Line. The lanes delineated with pavement markings will not function as reserved lanes and instead will be used by bicycles and motor vehicles. As a result, the buses will be caught in traffic congestion. A tunnel linking the line to South Station will be too expensive and disruptive to that area of the city. There are concerned about the type of vehicle proposed, dual-powered or CNG, and the vehicle's safety in the tunnel section. Build an underground pedestrian passageway between State and Downtown Crossing as an alternative to the Red/Blue Line Connector project. The Orange Line through Roxbury Crossing is deteriorating and the Plan should provide for infrastructure maintenance. He lists many of the problems he sees in his daily use of the service.
MPO Response:	Prioritizing transit projects over highway projects has been considered by the MPO. During the development of the 2000-2025 Transportation Plan Update, the MPO determined that there would be no flexing of funds from one mode to another (highway funds for highway projects, transit funds for transit projects. The MPO has selected its highway projects in large part to address the projected growth under a no-build scenario. It is not the MPO's intent to encourage or facilitate growth in single-occupancy vehicle travel beyond that which is projected in the no-build scenario. The MPO has included Light Rail on Washington Street as an illustrative project. The MBTA will monitor the effectiveness of the Silver Line bus service when it enters service on Washington Street this spring and will continue to analyze the light rail alternative as work progresses on the Program for Mass Transportation. The MBTA is currently working to update its Program for Mass Transportation (PMT). The PMT serves as the MBTA's long-range capital improvement program but it is unconstrained from a financial perspective. The analysis of projects for the PMT will influence both future RTPs as well as the MBTA five-year capital program. The Red-Blue Pedestrian Connector is one of the projects which the MBTA will analyze in greater depth to determine its impact. The MPO devotes 70% of revenues in this Plan Update to maintain the existing system. The infrastructure maintenance for stations on the Orange Line would be included in the 70% figure and not specifically listed in the Plan Update.

FEB 20 2002

February 19, 2002

CTPS
Attn: Anne McGahan
10 Park Plaza, #2150
Boston, MA 02116

Re: Plan Update
MPO Regional Transportation Plan

Dear Ms. McGahan:

A little over a year ago I submitted my comments to you concerning the draft of the Transportation Plan. I include a copy of my letter here because the subjects I raised then are still germane. I would add only the following observations:

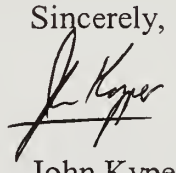
The "Silver Line" as currently designed is a prescription for failure, and a waste of taxpayer dollars. To call what is being built on Washington Street "bus rapid transit" is self-delusion. Marked lanes do *not* a transit reservation make, and the bus will get stuck in the automotive traffic that will inevitably annex what is being touted as a "reservation." Linking this service to the South Boston Waterfront Transitway via a bus tunnel between South Station and New England Medical Center area will be unnecessarily expensive--your assertion on p. 4-2 that the bus option would be cheaper than light rail will be true *only* if the tunnel is not built--disrupting the Theatre District with a year or more of construction as the abandoned streetcar tunnel is dug up and widened to accommodate buses. And if it is ever completed as planned, it will not serve very well the populations along either leg of its route, forcing them to make an awkward transfer to get where they really want to go.

Washington Street service needs to be integrated directly into the Green Line via the already-existing Tremont Street tunnel, without needlessly expensive and time-consuming reconstruction. Why bother designating the "Silver Line" BRT proposal an "Illustrative Project" for *future* conversion to light rail? If you do it *right* the first time, as a light rail line to Park Street, you will save the Commonwealth hundreds of millions of dollars--and save the rest of us the time and aggravation of waiting any further for something that should have been built before the old Orange Line elevated came down in 1987!

Following up on my second point, the new Orange Line through Roxbury Crossing, which I use practically every day, still continues to deteriorate, and I see *nothing* in the Plan Update to address this concern. I *do* see, however, $5M for the construction of a new Assembly Square station which, while needed (it would certainly enhance its attractiveness as a destination for me, depending upon what is developed on the site), does not address the unabated deterioration of the existing infrastructure.

Finally, I questioned the advisability of extending the Blue Line from Bowdoin *only* as far as Charles station, when a Blue Line-Red Line connection could be constructed far more quickly and cheaply by building an underground pedestrian passageway between State and Downtown Crossing stations. I am happy to note an additional $5M item entitled "Red Line/Blue Line Pedestrian Connection" (in addition to the $220M listed for the subway extension) which I trust is for the more modest project that I advocated in my letter.

Sincerely,



John Kyper
111 Centre Street
Roxbury, MA 02119

Enclosure

December 28, 2000

Transportation Plan
c/o CTPS
10 Park Plaza, Suite 2150
Boston, MA 02116

To Whom It May Concern:

I am responding to the MPO's circulation draft of the 2000-2025 Transportation Plan for the Boston region. I am a 25-year resident of the Fort Hill neighborhood of Roxbury, who uses the MBTA system on a daily basis to commute to work and travel around the city. Sometime in the coming year I expect to sell my car, and I will be traveling on the MBTA even more frequently than I already do now. An enlightened transportation policy would result in the increase of public transit service throughout the city and the region, so that fewer of us would need to own cars. To accomplish this end, more corridors in the inner city must have frequent *rail* service, not the second-class transportation afforded by the infrequent and overcrowded buses that are too often our lot.

The bulk of my comments address two issues relating to the moving of the Orange Line in 1987 from the Washington Street elevated to the Southwest Corridor: 1) replacement service for the communities along the old alignment, and 2) deterioration of the stations and service along its new route.

1. The MBTA needs to totally reexamine the whole concept and routing of the so-called "Silver Line." What the Authority proposes to do here is a prescription for failure; the anomalous, illogical "shotgun marriage" of linking Washington Street replacement service with the South Boston Waterfront Transitway--if, indeed, the underground connection between them is ever built--would not serve well the communities along either leg of the line.

For eight years I have actively participated in the Washington Street Corridor Coalition because I believe that only a light rail or rapid transit line can adequately replace the old Orange Line elevated ran through Dudley Square until 1987. (The latter is the T's busiest station, seeing more traffic than even such important subway-bus transfer stations as Harvard or Sullivan--surely, a prime candidate for rail service!) I was an active member of the Washington Street Design Oversight Committee, appointed by Mayor Menino, which met throughout the autumn of 1997. I want to reiterate several of the concerns I voiced then:

The "reservation" along Washington Street will be practically indistinguishable from the rest of the street, leading to its annexation as traffic lanes. Side reservations are planned from Melnea Cass Boulevard to Herald Street, one along each edge of the street and sandwiched between the travel lane and the parking lane. Bicycles will share this space with buses. Unless the city and the MBTA employ heroic enforcement efforts, however, traffic will inevitably annex this reservation, *whether or not* it has markings or a different color of paving to indicate that it is

reserved for transit--thereby defeating its purpose. To call this arrangement "bus rapid transit," as the MBTA does, is an oxymoron.

***When* will the underground tunnel connection be built?** Even if the reservation were to succeed in whisking transit vehicles through Roxbury and the South End, any service will become caught in Chinatown congestion as long as it remains above ground--just as it does today. This problem highlights the necessity of bringing the replacement service into the subway, as was first proposed 28 years ago. But completion of this vital link recedes into the yet more distant future: first 2005, then 2008 and now 2010. And given that the MBTA has taken no move to reserve an easement for a proposed tunnel portal near the New England Medical Center, we wonder if the underground connection will *ever* be built.

Does a bus for this route even *exist*? Service is to be provided by a dual-powered bus running on overhead wires in the tunnel; however, MBTA planners admit that the technology has not yet been developed to provide the type of service that is required. The official *Environmental Assessment* for the Silver Line repeatedly uses terms like "clean fuel buses" to describe the currently proposed mode, suggesting at one point that it will be powered by compressed natural gas (CNG)--a fuel too hazardous to allow it to run through a tunnel. And one leg of the line will have a different kind of bus from the other.

Linking Washington Street service with the South Boston Waterfront will serve neither community well. This anomalous "shotgun marriage" makes *no* transportation sense in terms of trip origins and destinations: People from Roxbury and Dorchester want to get to downtown and the rest of the subway system; far more people boarding at the Convention Center will want to go to the Back Bay hotels and tourist attractions than to the southern part of the city. Neither will want to be funneled into a lengthy, time-consuming detour around the southern edge of downtown, forced to make an awkward transfer to get anywhere else. People who can will drive instead.

2. <u>The condition of the new Orange Line stations and service on the line have been allowed to deteriorate since it was opened in 1987:</u> Roxbury Crossing, which I use every day, leaks in a dozen places during rain storms. Several of these are located on the platform and freeze during cold weather; someday, someone is going to slip and fall in front of an oncoming train and the MBTA will face a major lawsuit. Concrete is chipping away, weeds grow in the cracks between the concrete slabs at track level, and I often smell the stench of urine when I am on the platform.

Other new stations have similar problems. Perhaps most notable is the spectacular indoor waterfall that appears over the Orange Line tracks at Back Bay every time there is a heavy rain. Also, the schedule seems to have been cut. More and more, trains arrive late, without the courtesy of an announcement. Instead, we have to listen to the usual clutter of no-smoking-please-stand-behind-the-yellow-safety-line messages that serve no useful purpose and are slowly fading out, anyway, as more and more loudspeakers wear out and are not replaced. Having a working p.a. system with useful messages appears not to be an official concern.

I note that the MBTA's recently announced Capital Improvement Program includes $85M for a new signal system and $13M for new cars, which I hope will increase service frequency and reduce delays. I see nothing in either the CIP or in your Plan, however, to address the deteriora-

tion of the stations that I describe here. Frankly, I'm not surprised. I have written T management repeated letters over the years to describe these conditions. Symptomatic of the perfunctory response I have received (*when* I receive it), they continue to worsen, unabated.

A final issue that I want to discuss briefly is the $220M listed in the MPO Plan for the Blue-Red Line connection from Bowdoin to Charles stations. Unless you plan to extend the Blue Line beyond Charles--and I'm not aware of any active proposals, however sensible it might be to build a second transit line to the Kenmore Square area--this project makes little sense and will provide few benefits for the amount of money that you propose to spend. But there is a cheaper alternative, one that can be implemented much more quickly but which the MBTA apparently does not want to consider:

Frustrating any rider who wants to go just one stop to change trains, the Orange Line platforms at State and Downtown Crossing are within sight of each other. Linking them with a pedestrian walkway would have many benefits, not the least of which would be to create a direct Red-Blue connection at a fraction of the cost and time of extending the subway just one stop. (Martin Nolan's column in today's Globe repeats this new/old idea.) A decade ago I wrote the Authority with just such a suggestion. I argued that this is a worthy project in itself, independent of whether or not the Blue Line should be extended.

In response I was told that that the cost ($4M, if I recall correctly!) and the need to shore up the underpinnings of the former Woolworth's building made the project impractical at that time. Even accounting for inflation, this vital link would surely cost far less than 10% of what the Bowdoin-Charles connector would eventually mushroom to and could be completed in a tenth of the time. It is *inexcusable* that it is not being actively considered now.

In closing, I see little in your Transportation Plan to address the issues and needs posed by those of us who live in the inner city and make up the MBTA's "captive audience." Such poor performance, in both planning and everyday service, seems a strange way for the Authority to reward its most loyal customers!

Sincerely,

John Kyper
111 Centre Street
Roxbury, MA 02119

Public Comments and MPO Responses From Winter 2002 Outreach

Commenter:	Gary F. Wilson, Boston (February 27, 2002)
Type of Comment:	Project Specific
Abstract of Comment:	The Plan does not provide enough treatment of ITS and its future possibilities. ITS will revolutionize transportation and therefore should be given a more lengthy discussion, if not an entire chapter, in a plan that looks ahead 25 years. ITS will create major changes in every detail of the Plan, including the projects that are recommended and implemented. ITS-related issues that need to be considered in the Plan: a definition of ITS and its applications for traffic control and private vehicles, impact on road widths, ITS standards and upgrades for all vehicles, roadway modifications to include or accommodate electronic communications, automated vehicles, and impacts on parking requirements.
MPO Response:	The Plan Update includes only those chapters that were significantly changed from the 2000 Regional Transportation Plan. The existing conditions chapters from the 2000 Plan will be included with the Update for submission to the federal agencies in March. The roadway chapter of the 2000 Plan does devote several pages to ITS, describing various efforts undertaken by the MPO with regard to this new innovation in transportation.

Anne McGahan

From: "Gary F Wilson" <gwilson@juno.com>
To: <mcgahan@ctps.org>
Sent: Wednesday, February 27, 2002 7:42 PM
Subject: Public Comment on Draft Update to 25 year Regional Transportation Plan
Attn: Anne McGahan

Dear Friends:

I am sorry I could not be at any of the hearings on the 25 year plan update. The following is my comment after reviewing the whole report delivered over the Internet. For my part, you have done an excellent job of reaching me as one of the public.

Your plan needs to consider much more vigorously the effect of Intelligent Transportation Systems or ITS. Indeed, you refer occasionally to this subject in the Appendix but no one could find it without a computer. The report as it stands makes the major assumption that transportation technology will stay substantially the same. It emphatically will not. This is a time of major change, exceeding that of the coming of the transcontinental railroads which revolutionized our country in just 25 years. The subject of ITS needs the visibility of a whole chapter or appendix, even if it is small to start. A transportation plan that looks out 10 years probably does not need this, but a plan that considers 25 years emphatically needs to point out the potential of this technology to radically change the 25 year view as presented here.

What will ITS do to your plan? It will radically change what gets worked on and the priority of what gets worked on. It will generate massive new projects not on your list and significantly downgrade projects already there. This major disruption of the 25 year plan needs to be front and center. Investments that we think should be lined up for starting 10 years from now, a short time in transportation planning, are going to need to shift to major new directions. The scope of a transportation plan is massive. Every single detail will be affected by ITS. Right now the plan of approach is not defined so it is hard to quantify the effect, but it is still certain to be large. Details can be provided to help people understand what is coming. While this may seem so much arm waving, it is not. ITS will have a profound effect on our society and government needs to start considering it as an alternative. Here are some items that you might explain. I am not a professional in this field so this is merely suggestive to motivate your research into this.

What is ITS? From communications and traffic control to autonomous vehicles.

What will it affect?

Intersection control will improve for greater throughput. This will

affect traffic patterns.

Additional lanes will be gained by narrower lane widths on some roads thus eliminating some road widening.

Mandatory upgrade to ITS standards for ALL vehicles. It only takes 15 years to routinely retire 95 percent of the whole vehicle fleet and the rest can be forced.

Extensive road modification to install electronic communications for ITS.

Extensive road modification to install passive ITS markers for sensing by vehicles.

Increased ridership in automated vehicles from elderly and youth that cannot or will not use current systems because of age.

Increased ridership in automated vehicles for disabled.

Changed ridership in different transportation modes that change desirability of those modes.

Road modification and resurfacing to facilitate navigation or power transfer through roads.

What kind of migration plan will be required for ITS? For Vehicles? Roads?

Will autonomous vehicles increase or decrease use of mass transit? Why?

How will parking requirements radically change?

How will funding be changed? Who will be hurt or helped financially?

Will accidents really go down? Will that transfer payments from insurance companies to ITS?

Is this a way to speed up the payment for ITS and accelerate its deployment?

This is just a random sample. The scope is enormous.

You get the idea! We need to start thinking publicly about this now.

Gary Wilson
48 Danforth Street
Jamaica Plain, MA 02130-1841
gwilson@juno.com
617-524-7986

Public Comments and MPO Responses From Winter 2002 Outreach

Commenter:	MASCO (Medical Academic and Scientific Community Organization Inc.) (February 26, 2002)
Type of Comment:	Project Specific
Abstract of Comment:	Pleased that the Urban Ring Phase I is included in the Plan and will be able to move forward toward its scheduled completion in 2002. It will be able to provide service for anticipated demand from planned expansion of the Longwood Medical and Academic Area (LMA). However, Phase 2 needs to be included in the Plan to make up for current unmet demand for cross-town bus service. All phases of the Urban Ring project are needed to address the needs of the LMA.
MPO Response:	Phase I of the Urban Ring project is included in the recommended list of projects included in the 2000-2025 Regional Transportation Plan Update and assumes 80% of the necessary funding will be provided through a congressional earmark in the § 5309 Bus Program. Phases 2 and 3 are included as an illustrative project. An illustrative project is not in the recommended plan because there is not now sufficient revenue to fund it. However, if funds become available, they may be included in a future update of the Plan.

M A S C O

Medical Academic and Scientific Community Organization, Inc.

Dennis DiZoglio
Chair, Transportation Planning and Policy Committee
Boston MPO
c/o CTPS
Ten Park Plaza, Suite 2150
Boston, MA 02116

MAR -1 2002

February 26, 2002

Re: 2000-2025 Regional Transportation Plan Update

Dear Mr. DiZoglio,

I am writing to express satisfaction that Phase 1 of the Urban Ring has been recommended for inclusion in the updated 2000-2025 Regional Transportation Plan. We wrote to Secretary Sullivan last June in support of the Urban Ring, and are gratified that our comments have been taken into consideration. We hope that the project will remain in the Plan that is to be approved by the MPO in March and forwarded to the Federal Transit Administration.

That action will enable the MBTA to apply for federal capital funding and proceed with the planning process for the needed bus maintenance facility. Full implementation of Urban Ring Phase 1 by 2005, as currently scheduled, will provide much-needed additional transit service just in time to meet some of the new travel demand that will be generated by the two million square feet of development projects currently under construction in the Longwood Medical and Academic Area (LMA).

It is also encouraging to see Phases 2 and 3 of the Urban Ring highlighted under "illustrative" and "vision" projects for future consideration. However, we are disappointed that Phase 2 has not been accommodated within the fiscal constraints of the current Plan update. Even as the aforementioned development projects are moving towards completion over the next two years, additional proposed square footage is in the public review process. The cross-town bus service provided by Phase 1 is not alone sufficient to meet the current needs of this important part of the Boston economy. For this reason, all phases of the Urban Ring must be moved forward in order to solve the transportation problems of the LMA and similar areas along the Urban Ring corridor. We look forward to continuing to participate in the regional planning process.

Sincerely,

Andrew T. Lenton

Andrew T. Lenton
Transportation Planner

375 Longwood Avenue, Boston, Massachusetts 02215-5328 617 632-2310 Fax: 617 632-2759

MEMBER INSTITUTIONS:
Beth Israel Deaconess Medical Center • Brigham and Women's Hospital • Children's Hospital • Dana-Farber Cancer Institute • Emmanuel College • Harvard University (Medical School, School of Dental Medicine, School of Public Health) • Joslin Diabetes Center • • Judge Baker Children's Center • Massachusetts College of Art • Massachusetts College of Pharmacy and Health Sciences • • Massachusetts Mental Health Center • Simmons College • Temple Israel • Wentworth Institute of Technology • Wheelock College • The Winsor School

Public Comments and MPO Responses From Winter 2002 Outreach

Commenter:	The Fenway Alliance (February 28, 2002)
Type of Comment:	Project Specific
Abstract of Comment:	The MPO needs to obtain funds for and implement Urban Ring Phase 3. The members would like a submerged rail system to the area as soon as possible. Current transit modes do not well serve the area's thousands of employees, students, and patrons due to vehicle crowding and traffic congestion. In addition, surface bus rapid transit would present problems. Widening the roadways to accommodate this mode would only make this area less accessible. The Alliance urges the MPO to review the recommendations of their consultants to learn about their program for pedestrian, bicycle and handicap accessibility. The Fenway Cultural District is a major destination.
MPO Response:	Phase I of the Urban Ring project is included in the recommended list of projects included in the 2000-2025 Regional Transportation Plan Update and assumes 80% of the necessary funding will be provided through a congressional earmark in the § 5309 Bus Program. Phases 2 and 3 are included as an illustrative project. An illustrative project is not in the recommended plan because there is not now sufficient revenue to fund it. However, if funds become available, they may be included in a future update of the Plan. The MPO is aware of the importance of the Fenway district to the economy of the urban core and will continue to monitor planning studies related to transportation improvements there.

THE FENWAY
ALLIANCE

MAR -4 2002

February 27, 2002

Dennis DiZoglio
Chair of Transportation Planning and Programming Committee
10 Park Plaza, Suite 2150
Boston, MA 02116

Dear Mr. DiZoglio:

The Fenway Alliance, representing 18 major institutions in the Fenway Cultural District (see following page), would like to express our support and encouragement for obtaining funds for, and proceeding with the implementation of, Phase 3 of the Urban Ring project. *That is, we would like to see submerged rail access to this neighborhood for our circumferential neighbors as soon as is possible.*

The Fenway Alliance would like to be able to encourage our 15,000 employees, 36,000 students, and uncounted thousands of patrons to take public transportation. However, as the Green Line reaches its capacity, and buses continue to be caught in car traffic, this becomes increasingly difficult. The Fenway Cultural District (see map) is a major destination for millions of people annually, and growing. We would like to see people be able to get here more easily via *underground transportation*. This would help to alleviate traffic congestion, pollution, and general frustration getting to and around this thriving and growing area.

In addition, we would like to emphasize that *the introduction of additional surface level Bus Rapid Transit or new above ground rail in this area would be problematic*. There is little room to widen most roadways in our area, whether it be for cars, designated bus lanes, or rail passage. As has been shown countless times in the past, widening roadways may, at best, allow for a temporary solution to access to this area, but in the long run will only cause more traffic and congestion, and ultimately make our neighborhood *less* accessible.

We are currently working with the Fenway Planning Task Force to create a more pedestrian, bike, and handicap friendly neighborhood. This effort, as you may be aware, is lead by The Cecil Group with Vollmer Associates as their transportation associates. We urge you to look for their report when it is released and to take into account their suggestions.

We strongly encourage you to move directly and swiftly to Phase 3 of the Urban Ring project, and wish you success with this critical endeavor.

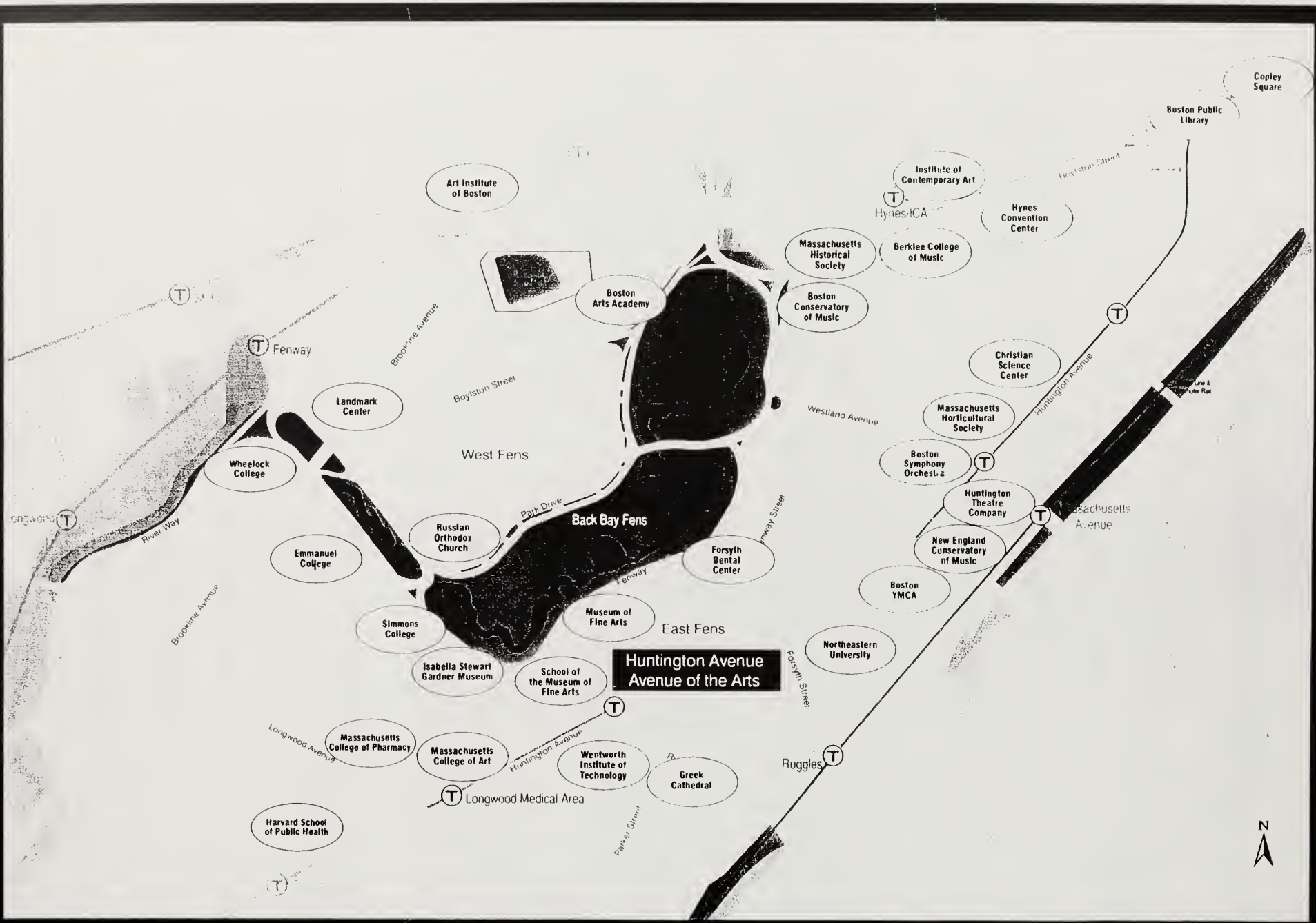
Sincerely,

Kelly Brilliant
Executive Director

337A Huntington Avenue, Boston, MA 02115 Phone: 617 437 7544 Fax: 617 437 7459

Members of the Fenway Alliance, Inc.

- *Museum of Fine Arts*
- *Boston Symphony Orchestra*
- *The First Church of Christ, Scientist*
- *Berklee College of Music*
- *The Boston Conservatory*
- *The Isabella Stewart Gardner Museum*
- *The Harvard School of Public Health*
- *Wentworth Institute of Technology*
- *Massachusetts College of Pharmacy/HS*
- *Wheelock College*
- *The Forsyth Institute*
- *Simmons College*
- *The Mary Baker Eddy Library*
- *Emmanuel College*
- *Huntington Theatre Company*
- *Massachusetts College of Art (MassArt)*
- *Northeastern University*
- *YMCA of Greater Boston*



The Fenway alliance

The Fenway Cultural District

The Fenway Cultural District is a region in the Fenway area of Boston encompassing many of the city's cultural and educational institutions. Huntington Avenue, designated by the City of Boston as "The Avenue of the Arts" is the main corridor through the district. The institutions comprising the Fenway Cultural District are located to the North or South of "The Avenue of the Arts".

MILES
0 1 2

Public Comments and MPO Responses From Winter 2002 Outreach

Commenter:	City of Boston (February 28, 2002)
Type of Comment:	Project Specific
Abstract of Comment:	The City of Boston supports several projects which are included in the Plan: Rutherford Avenue, the East Boston Haul Road (for trucks related to Logan's freight operations), the Boston to Newton Double Stack Initiative (to enhance the rail freight system), additional parking at MBTA train stations, and Silver Line Phase 3. The City advocates the inclusion of: a full-funded Urban Ring Phase II (a central priority for cities in the Urban Ring Compact, which are implementing land use and development plans dependent on the project); and the Light Rail Service on Washington Street project (to support growth of Dudley Square as a community and economic center and transportation hub). The City will work with the MBTA and the communities to ensure that the performance characteristics of the articulated bus service support these objectives. The City recommends re-evaluation of the Red/Blue Line Connector and, if it is determined that other projects reduce the demand for the project, that Light Rail on Washington Street be included instead. The City is also recommending other future initiatives, many of which have emerged from the public outreach for Access Boston: development of intermodal centers outside downtown Boston (including consideration of sites at Allston Landing, South Boston Waterfront, and Newmarket) and enhancement of Yawkey, Ruggles, Sullivan Square, and JFK/Umass stations; extension of the Silver Line from Dudley Square to Mattapan Square using Warren Street and Blue Hill Avenue; conversion of the Silver Line to light rail in conjunction with Phase 3 (NEMC to South Station); exploration of an east/west rail link with a stop at Yawkey station and rail "shuttle" service to Allston Landing, Back Bay, South Station, and South Boston Waterfront including consideration of utilization of the Stuart Street tunnel; and construction of the proposed "U-Turn" ramp project for the Turnpike.
MPO Response:	Phase I of the Urban Ring project is included in the recommended list of projects included in the 2000-2025 Regional Transportation Plan Update and assumes 80% of the necessary funding will be provided through a congressional earmark in the § 5309 Bus Program. Phases 2 and 3 are included as an illustrative project. An illustrative project is not in the recommended plan because there is not now sufficient revenue to fund it. However, if funds become available, they may be included in a future update of the Plan. The MPO has included Light Rail on Washington Street as an illustrative project. The MBTA will monitor the effectiveness of the Silver Line bus service when it enters service on Washington Street this spring and will continue to analyze the light rail alternative as work progresses on the Program for Mass Transportation. The MPO agrees that the money dedicated to the Red-Blue Connector could be used to fund other worthy projects. However, at this time, the Red-Blue Connector is a Central Artery mitigation commitment project and until AITC or some other project is identified by DEP as a substitute, the MPO will continue to include Red-Blue in its long-range planning efforts. The MBTA will be undertaking a study of the comparative benefits of the Red Line/Blue Line connector and alternate projects proposed for substitution. All of the projects listed that were recommended during the Access Boston development were included in the Universe of Projects of the Plan Update, with the exception of the Back Bay Turnpike ramp, which was included in one of the alternative project sets evaluated by the MPO.

BOSTON
TRANSPORTATION
DEPARTMENT

ONE CITY HALL PLAZA/ROOM 721
BOSTON, MASSACHUSETTS 02201
(617) 635-4680/FAX (617) 635-4295

February 28, 2002

James Scanlan
Acting EOTC Secretary and MPO Chairman
State Transportation Building
10 Park Plaza, Suite 3170
Suite 2150, MPO Certification Group
Boston, MA 02116

Dear Secretary Scanlan:

The City of Boston has reviewed the 2002 Draft Regional Transportation Plan and offers the following comments.

Boston supports and is appreciative of the inclusion of: (a) the Rutherford Avenue project as outlined in the Rutherford Avenue Transportation Study, (b) the East Boston Haul Road project, which will address heavy truck traffic related to Logan Airport's freight operations and is also a component of the Urban Ring, and (c) the Boston to Newton Double Stack Initiative, which is a start to the enhancement of the Commonwealth's railroad freight system, as authorized by the legislature.

For the 2001 Plan, we noted that additional parking at MBTA train stations is needed. We support the inclusion of Transit and Commuter Parking in the current Plan. Constraints in MBTA commuter rail parking are preventing the full benefits of rapid transit and commuter rail from being realized. The targeted resources should help address this problem, but we realize significant parking issues remain to be addressed.

URBAN RING

The omission of Phase II of the Urban Ring Project is a major deficiency of the Plan. We advocate that Phase II of the Urban Ring be included within the twenty-five year list of projects in the Transportation Plan.

The MBTA's recently approved Urban Ring environmental certificate and its supporting Major Investment Study set forth an implementation schedule in which Phase II of the project is to be carried out within the next ten years. The realization of this phase of the project, as well as Phase III, are of central priority to the City and our municipal partners

on the Urban Ring Compact. As documented in the Compact's land use report to the MBTA, Boston and the other Compact cities are actively carrying out land use and economic development planning that relies on the implementation of this project. Without the alternative to auto travel within the Urban Ring corridor that this project would provide, the resulting levels of automobile congestion will curtail the realization of these plans. Beyond the loss to Boston and the inner core that would result, this outcome would add to the land use pressure on the region as a whole.

Further, a particularly important feature of Phase II is that the areas within the Urban Ring corridor that would most benefit from the creation of Bus Rapid Transit in separate rights of way are areas with some of the region's highest low income and minority concentrations. These include not only Roxbury and East Boston, but also portions of Chelsea and Everett.

SILVER LINE

The Washington Street and South Boston Piers Transitway components of the Silver Line are currently under construction. We note that the *Silver Line Phase 3* tunnel which will connect these projects has been included in the "Final Network for Public Review" as outlined in Appendix C of the Plan. Boston supports the inclusion of this project and recommends that a detailed engineering analysis be initiated to realize *all* the opportunities that this project offers in terms of connecting existing and proposed transit lines in the vicinity of the tunnel alignment.

We note, however, that the *Light Rail Service on Washington Street* project has been omitted from the Final Network. A central policy of the City of Boston is to support the growth of Dudley Square as a center of community and economic activity and establish it as a transportation hub linking points south in Roxbury, Dorchester and Mattapan to downtown Boston. This view is further emphasized in the Roxbury Strategic Plan. We are prepared to further advocate for the inclusion of this light-rail project in a future Final Network scenario, and will work closely with the MBTA and effected communities to ensure that performance characteristics of the soon-to-be-implemented articulated bus service can support the above objectives.

It is relevant to note here that many of the projects in the Network have been included as Central Artery transit related commitments. Of these the Red-Blue connector needs re-evaluation. It has been observed that the proposed Intermodal Transit Connector (AITC) between South Station and Logan Airport terminals would reduce the demand for the Red-Blue connector. If it was determined that the Red-Blue connector is not a necessary investment, or could be substituted by a less capital intensive project, then we recommend that the light-rail on Washington Street be included instead.

FUTURE PROJECTS

With regard to the planning and identification of future projects for the Transportation Plan, the following are priority areas that Boston respectfully recommends be addressed.

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As noted in comments on the 2001 Plan, the projects are largely informed by a comprehensive list that was developed through the city's *Access Boston* community process.

- The development of intermodal centers outside the downtown area, in Boston and elsewhere, is increasing in importance. For Boston, the enhancement of Yawkey Station, Ruggles Station, Sullivan Square, and the JFK/U Mass Station (all Urban Ring Phase 3 components) will be key. In addition, intermodal centers at Allston Landing, the South Boston Waterfront, and at Newmarket should be examined.

- Improving rapid transit service to Dorchester, South Boston, Roxbury, Mattapan and Hyde Park will significantly enhance transportation access for all of Boston's residents. The extension of the Silver Line from Dudley Square to Mattapan Square, utilizing Warren Street and Blue Hill Avenue address this objective and should be prioritized. The upgrading of the Fairmont Line is included in the Plan. This project can also enhance transportation access for the above areas through increased frequency of service, improvements to existing stations, and the addition of stations.

- Major commercial development in the South Boston Waterfront will result in significant increases in public transit demand. To address this demand, enhancement of the entire Silver Line to light rail may be required in conjunction with the construction of Phase B (NEMC to South Station).

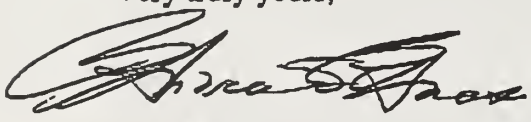
- Effective public transportation connection between the emerging South Boston Waterfront, the Back Bay and the Fenway/Longwood area will significantly reduce traffic on Boston's streets. Accordingly, an East-West rail link needs to be explored which would include a full time commuter rail stop at Yawkey Station, "shuttle" service on commuter rail tracks between Allston Landing, Yawkey, Back Bay and South Stations; and, potentially, extension to the South Boston Waterfront.

- The congestion on the Green Line "central section" east of Kenmore Station necessitates examining the future utilization of the Stuart Street Tunnel as part of additional east-west connection alternatives.

- The proposed "U-Turn" Ramp project for the Turnpike is a highway connection that is needed to utilize the infrastructure of the completed Central Artery project and reduce regional traffic on local streets.

We appreciate the opportunity to comment on the 2002 Plan.

Very truly yours,



Andrea d'Amato
Commissioner

BOSTON TRANSPORTATION DEPARTMENT
ONE CITY HALL PLAZA/ROOM 721, BOSTON, MA 02201 • (617) 635-4680

Commenter:	Somerville Climate Action (February 25, 2002) Massachusetts Climate Action Network (February 27, 2002)
Type of Comment:	Policy Specific
Abstract of Comment:	The Massachusetts Climate Action Network (MCAN) endorsed the Somerville Climate Action comment. Somerville Climate Action and MCAN are concerned that the issue of greenhouse gases is not mentioned in the Plan. It is a critical issue. It is important that Massachusetts take immediate action to reduce greenhouse gas emissions from transportation sources. They urge the MPO to create the most sustainable and lowest environmental impact system possible. They commend the MPO's emphasis on transit, but are concerned that implementing highway improvements prior to transit improvements perpetuates reliance on automobiles, which increases demand for more improvements. They believe that transit projects should be given priority over highway projects, thereby leading to a mode choice shift from cars to transit. Somerville Climate Action and MCAN wonder when construction of the Green Line to Medford Hillside will be underway, since it has not been advanced since its inclusion as a mitigation agreement item in 1990. Fuel consumption is increasing. They would like to see Urban Ring Phase 2 in the Plan. Massachusetts Executive Office of Environmental Affairs is developing a state action plan. In the state, 35% of emissions (and a projected increase by 20% by 2010) are from transportation. Somerville Climate Action and MCAN are dedicated to raising awareness of global climate change while reducing emissions of greenhouse gases at the local level.
MPO Response:	The 2000-2025 Transportation Plan Update does not currently include air quality issues, such as greenhouse gases, that go beyond federal regulations. This information will be considered in future Transportation Plans. The MPO would appreciate it if you could provide us with information on this issue. Your comment on prioritizing transit projects over highway projects has been considered by the MPO. During the development of the 2000-2025 Transportation Plan Update, the MPO determined that there would be no flexing of funds from one mode to another (highway funds for highway projects, transit funds for transit projects.) The MPO has selected its highway projects in large part to address the projected growth under a no-build scenario. It is not the MPO's intent to encourage or facilitate growth in single-occupancy vehicle travel beyond that which is projected in the no-build scenario. The 2000-2025 Transportation Plan Update includes the Green Line extension to Medford Hillside. A station in Union Square is included in the Universe of Projects, a list of all projects that were considered for inclusion in the Plan. The MBTA is currently working to update its Program for Mass Transportation (PMT). The PMT serves as the MBTA's long-range capital improvement program but it is unconstrained from a financial perspective. The analysis of projects for the PMT will influence both future RTPs as well as the MBTA five-year capital program. This project is also part of the State's air quality plan and is required to be completed by 2011. In addition, the MPO anticipates that the Unified Planning Work Program will have a study to consider the alignment of the Green Line Extension. Phase I of the Urban Ring project is included in the recommended list of projects included in the 2000-2025 Regional Transportation Plan Update and assumes 80% of the necessary funding will be provided through a congressional earmark in the § 5309 Bus Program. Phases 2 and 3 are included as an illustrative project. An illustrative project is not in the recommended plan because there is not now sufficient revenue to fund it. However, if funds become available, they may be included in a future update of the Plan.

Somerville Climate Action

February 25, 2002

FEB 28 2002

Anne McGahan
Central Transportation Planning Staff
10 Park Plaza, Suite 2150
Boston, MA 02116

Dear Ms. McGahan:

Somerville Climate Action, member of the Massachusetts Climate Action Network, is dedicated to raising awareness about global climate change while reducing emissions of greenhouse gases at the local level. While we appreciate the complexity of developing a regional transportation plan and trying to balance the numerous competing interests, we are concerned that the very critical environmental issue of greenhouse gas emissions from the transportation sector is not even mentioned in this plan.

According to Northeast States for Coordinated Air Use Management (NESCAUM), in 1997 the transportation sector accounted for 35% of the greenhouse gas emissions in Massachusetts, and these emissions are projected to increase by close to 20% by the year 2010. The Northeastern Governors and Eastern Canadian Premiers have issued a Climate Change Action Plan in August 2001 with ambitious targets of greenhouse gas emissions reductions. The Massachusetts Executive Office of Environmental Affairs has been working on a state-specific action plan. Taking immediate action in the transportation sector is clearly important in achieving any greenhouse gas reduction goals.

We commend the plan's emphasis on transit over highway construction projects. According to Table 4-1 in the MPO plan, $3.09 billion has been allocated for transit related projects and only $1.26 billion has been allocated for highway projects. However, the timing of these construction projects is equally critical. When highway projects are completed as a first priority, it perpetuates reliance on the car as the primary mode of transport, with an ever-increasing demand for more improvements. We were happy to see that the Green Line extension to Medford Hills is funded at $150 million, but when will construction actually happen? This project has been required under the Central Artery pollution mitigation agreement since 1990, with a completion date of 2011, yet the first feasibility study has not even begun.

Somerville Climate Action is concerned that the highway improvement projects listed in Table 4-1 will be implemented before the transit system is substantially upgraded, which may alleviate auto emissions in the short term but will ultimately result in more vehicles on the road with an associated increase in emissions over time. According to data from the U.S. Federal Highway Administration, from 1980 to 1999, vehicle fuel consumption increased from 94 to 126 billion gallons per year, almost 91% of which was attributed to vans, pick up trucks and sport utility vehicles.* Every gallon of gasoline consumed contributes 20 pounds of carbon dioxide to our atmosphere. The trend in increasing sales of high fuel consuming vehicles does not appear to be slowing down.

We recognize the importance of improving the highway infrastructure for safety reasons, but we would like to see the transit related projects prioritized over highway projects. We are convinced that transportation preference will shift away from cars to public transportation if transit systems are improved first while the highway system remains congested. We would like to see a schedule for project initiation and completion that shows transit projects as a first priority.

In addition to project timing, we were very disappointed that the Urban Ring Phase 2 was no longer in the plan. Creation of bus routes for the Urban Ring (phase 1) is definitely a first step, however, we wonder if additional buses stuck in traffic on already congested roads will lure many commuters out of their cars. Dedicated bus lanes would certainly promote more use of this transit system.

In closing, the immediate purpose of the 25-year plan is to map out the most economical transportation system that meets the greatest number of needs within a finite budget. The plan also tries to accommodate groups that have their own specific needs. We recognize that immediate needs are often more compelling than overarching environmental issues. However, for the survival of the entire planet, it is critical that transportation planners work to create the most sustainable, and lowest environmental impact system possible. Somerville Climate Action hopes that the Central Transportation Planning Staff can be leaders in this effort.

Sincerely,

Lori Segall and John Loretz
Co-chairs, Somerville Climate Action

* Data from the Statistical Abstracts of the United States, Table 1105.

Massachusetts Climate Action Network
86 Milton Street, Arlington, MA 02474
(781) 643-5911 www.massclimateaction.org

Boston Climate Action Network
Cambridge Climate Action
Clean Water Action
Climate Change Action Brookline
Concord Green Team
Mass. Energy Consumers Alliance
Mass. Public Interest Research Group
Newton Green Decade
Salem Health Link
Somerville Climate Action
Sustainable Arlington
Watertown Citizens for Environmental Safety

February 27, 2002

FEB 28 2002

Anne McGahan
Central Transportation Planning Staff
10 Park Plaza, Suite 2150
Boston, MA. 02116

Dear Ms. McGahan:

The Massachusetts Climate Action Network (MCAN), for which I am Co-Chair, wishes to endorse the comments of our member group, Somerville Climate Action, regarding the Update to the Boston MPO's 2000-2025 Transportation Plan.

MCAN is dedicated to raising awareness about global climate change, while reducing emissions of greenhouse gases at the local level. While we appreciate the complexity of developing a regional transportation plan and trying to balance the numerous competing interests, we are concerned that the very critical environmental issue of greenhouse gas emissions from the transportation sector is not even mentioned in this plan.

According to Northeast States for Coordinated Air Use Management (NESCAUM), in 1997 the transportation sector accounted for 35% of the greenhouse gas emissions in Massachusetts, and these emissions are projected to increase by close to 20% by the year 2010. According to the Mass. Executive Office of Environmental Affairs, two thirds of the increase in GHG emissions in Mass. from 1990 to 2000 was from the transportation sector. The Northeastern Governors and Eastern Canadian Premiers issued a Climate Change Action Plan in August 2001 with ambitious targets for greenhouse gas emissions reductions. The Massachusetts Executive Office of Environmental Affairs has been working on a state-specific action plan. Taking immediate action in the transportation sector is clearly important in achieving any greenhouse gas reduction goals.

We commend the plan's emphasis on transit over highway construction projects. According to Table 4-1 in the MPO plan, $3.09 billion has been allocated for transit related projects and only $1.26 billion has been allocated for highway projects. However, the timing of these construction projects is equally critical. When highway projects are completed as a first priority, it perpetuates reliance on the car as the primary mode of transport, with an ever-increasing demand for more improvements. We were happy to see that the Green Line extension to Medford Hills is funded at $150 million, but when will construction actually happen? This project has been required under the Central Artery pollution mitigation agreement since 1990, with a completion date of 2011, yet the first feasibility study has not even begun.

MCAN is concerned that the highway improvement projects listed in Table 4-1 will be implemented before the transit system is substantially upgraded, which may alleviate auto

emissions in the short term but will ultimately result in more vehicles on the road with an associated increase in emissions over time. According to data from the U.S. Federal Highway Administration, from 1980 to 1999, vehicle fuel consumption increased from 94 to 126 billion gallons per year, with 91% of the increase due to vans, pick up trucks and sport utility vehicles.* Every gallon of gasoline consumed contributes 20 pounds of carbon dioxide to our atmosphere. The trend in increasing sales of high fuel consuming vehicles does not appear to be slowing down.

We recognize the importance of improving the highway infrastructure for safety reasons, but we would like to see the transit related projects prioritized over highway projects. We are convinced that transportation preference will shift away from cars to public transportation if transit systems are improved first while the highway system remains congested. We would like to see a schedule for project initiation and completion that shows transit projects as a first priority.

In addition to project timing, we were very disappointed that the Urban Ring Phase 2 was no longer in the plan. Creation of bus routes for the Urban Ring (phase 1) is definitely a first step, however, we wonder if additional buses stuck in traffic on already congested roads will lure many commuters out of their cars. Dedicated bus lanes would certainly promote more use of this transit system.

In closing, the immediate purpose of the 25-year plan is to map out the most economical transportation system that meets the greatest number of needs within a finite budget. The plan also tries to accommodate groups that have their own specific needs. We recognize that immediate needs are often more compelling than overarching environmental issues. However, for the survival of the entire planet, it is critical that transportation planners work to create the most sustainable, and lowest environmental impact system possible. Somerville Climate Action hopes that the Central Transportation Planning Staff can be leaders in this effort.

Sincerely,

Marc Breslow

Marc Breslow, Ph.D.
Co-Chair, Massachusetts Climate Action Network

* Data from the 2001 Statistical Abstract of the United States, Table 1105.

Public Comments and MPO Responses From Winter 2002 Outreach

Commenter:	Harvard University, Department of Earth and Planetary Sciences, Division of Engineering and Applied Sciences (February 27, 2002)
Type of Comment:	Policy Specific
Abstract of Comment:	The Division of Engineering and Applied Sciences comments that the Plan places too much emphasis on projects that encourage highway use and neglects air quality and the issue of climate change. Funding for rail and bus modes is inadequate. By focusing on automobiles, the MPO is missing an opportunity to improve future air quality. The Division expresses concern that the projected increase in transit ridership is only 1.5% of total 2025 transit ridership. They conclude that attracting transit riders from automobiles is not an MPO priority. The MPO should show leadership in air quality matters. Carbon dioxide emissions should be discussed in the Plan. The Plan also does not discuss the future possible stricter standards for emissions. Many cities in the MPO region have joined the Cities for Climate Protection Campaign and have begun taking steps to cut back emissions of greenhouse gases.
MPO Response:	Your comment on prioritizing transit projects over highway projects has been considered by the MPO. During the development of the 2000-2025 Transportation Plan Update, the MPO determined that there would be no flexing of funds from one mode to another (highway funds for highway projects, transit funds for transit projects.) The MPO has selected its highway projects in large part to address the projected growth under a no-build scenario. It is not the MPO's intent to encourage or facilitate growth in single-occupancy vehicle travel beyond that which is projected in the no-build scenario. The 2000-2025 Transportation Plan Update does not currently include air quality issues, such as greenhouse gases, that go beyond federal regulations. This information will be considered in future Transportation Plans. The MPO would appreciate it if you could provide us with information on this issue.

Harvard University/Department of Earth and Planetary Sciences

Pierce Hall, 29 Oxford St., Cambridge MA 02138

February 27, 2002

MAR -1 2002

Anne McGahan
Central Transportation Planning Staff
10 Park Plaza, Suite 2150
Boston MA, 02166

Dear Ms. McGahan,

I am writing to comment on the report released this January by the Boston Metropolitan Planning Organization (MPO) that gives an update of the $5 billion plan to improve highways and public transportation in the Boston area. For those concerned with the impact of automobile travel on climate change, the plan places too much emphasis on projects that encourage automobile use, while forcing important rail and bus initiatives to compete for already inadequate funding.

By the MPO's own calculations, vehicle miles traveled in the area will increase 32% by 2025 whether or not the plan is implemented. It follows that emissions of carbon dioxide, a major greenhouse gas and a product of fuel combustion, will also rise significantly with or without the MPO's many projects. By favoring cars over conservation, the MPO has missed an important opportunity to make a difference in the world our children will inherit.

The MPO plan lays out two scenarios, one with and one without the proposed projects, and calculates to astonishing precision (sometimes to 6 or 7 places!) the kind of Boston we will face in the year 2025. Although population is expected to increase 18% and the number of households by 24%, the predicted increase in vehicle miles traveled is much greater due to the probable shift of industry and business to the suburbs. Vehicle speed is expected to decrease in both scenarios, leading to less efficient fuel use and still greater emissions of carbon dioxide.

True, cars will be traveling on average more rapidly if the projects are built — a roaring 30.3 mph vs 29.9 mph if nothing is built, but I suspect the uncertainty of these numbers to be greater than the difference between them. In any case, time spent traveling in both scenarios is predicted to be about 44% greater relative to today.

The MPO expects ridership on public transportation to increase rapidly in both scenarios, by about 70%. But it is curious that the plan predicts only 31,000 more rides with completion of the proposed projects, relative to the scenario of building nothing. This represents a mere 1.5% of total ridership in 2025. Clearly, shifting dependence away from the automobile was not a priority for the MPO planners.

Nowhere in the MPO report are emissions of carbon dioxide considered. As required by federal law, however, the report does address the question of whether implementing the plan will lead to violations of the Clean Air Act. Feeding vast amounts of input and assumptions into a regional air quality model, the MPO predicts that despite the predicted one-third increase in vehicle miles traveled, concentrations of important pollutants such as nitrogen oxides and carbon monoxide will actually decrease relative to the mid-1990s. Presumably, this fortuitous decrease comes about due to the retirement of older, dirtier cars from the fleet.

The above pollutants, together with volatile organic compounds, contribute to formation of tropospheric ozone, a reactive gas that damages lung tissue and vegetation and is itself a contributor to global warming. The MPO uses as its yardstick for clean air the EPA standard of 120 ppb averaged over 1 hour. What the MPO neglects to mention is that this standard will almost certainly be superseded in the next few years by a stricter standard of 80 ppb averaged over 8 hours. The new standard, fought unsuccessfully by industry all the way to the Supreme Court, was proposed in response to a suit by the American Lung Association in the mid-1990s. Certainly, the MPO is not required by law to prove that their plan conforms to the new standard, but it is disappointing that the MPO has not shown greater leadership on this issue.

In 2001, the Intergovernmental Panel on Climate Change (IPCC), a UN-sponsored body of hundreds of scientists from around the world, concluded that "most of the warming observed over the last 50 years is attributable to human activities" and that global average temperatures are expected to continue rising into the next century. The National Academy of Sciences has confirmed this view. In the last few years, many local cities and towns — Brookline, Newton, Cambridge, Medford, Somerville, and others — have joined the Cities for Climate Protection Campaign and begun taking steps to cut back emissions of greenhouse gases.

Earlier this month, in a crowded cafeteria in Somerville, the MPO held one of a series of public meetings to gather feedback on its plan. Asked if the MPO had considered global warming in its efforts, a spokesperson replied that as far as greenhouse gases are concerned, "there are no state or federal requirements." At that, someone asked, "And what about *planetary* requirements?"

The MPO plan, while making a determined effort to ease congestion in certain hot spots, neglects the larger needs of the planet.

Sincerely,

Loretta Mickley

Dr. Loretta J. Mickley
Division of Engineering and Applied Sciences
Harvard University
Cambridge, MA 02138
617-496-5635
ljm@io.harvard.edu

Public Comments and MPO Responses From Winter 2002 Outreach

Commenter:	Domenic D'Eramo (February 22, 2002)
Type of Comment:	Policy Specific
Abstract of Comment:	Mr. D'Eramo submitted comments on Chapter 5, Financial Plan. He suggests the Plan either expand Chapter 5 or add an appendix to identify potential revenues for projects that have been dropped due to financial constraints. It would consider potential administrative and legislative actions as well as options for the public. He suggests the following potential revenue sources be publicly discussed (though he is not advocating them): tolls, increased gasoline taxes, increased sales taxes, creative financing options, and congestion management. He notes that there is a financial and quality of life cost to delaying transportation improvements. He also thinks the overall Plan is well done.
MPO Response:	This is an interesting idea and one that the MPO will pursue in future iterations of the Regional Transportation Plan.

Anne McGahan

From: <DERAMODEJM@aol.com>
To: <mcgahan@ctps.org>
Sent: Friday, February 22, 2002 10:33 AM
Subject: Comments On the Boston MPO Transportation Plan 2000-2005

These are my comments, as a representative of the Town of Millis to the Regional Transportation Advisory Council:

The Overall plan is well done. My comments relate to Chapter 5 Finanacial Plan.

In Chapter 5, first paragraph, the last sentence states " If this comparison reveals a revenue shortfall, the financial plan must identify proposed sources for additional revenue necessary to cover the shortfall and provide strategies for ensuring the availabilty of such revenues." I did not find a discussion on identifying additional revenues. I expect that the short answer is that this is a "fiscally constrained plan". It seems to me that the Plan needs to identify potential revenues for the projects dropped from the Plan because it was not within the constraints.

As and example of what others are doing, an item in the February 15th edition of the Boston Globe caught my eye. The headline: " Concord,N.H. : Tollbooth at Mass. Border proposed". The item stated, in short, that with a shortfall in highway funds, a NH legislative committee is considering building a new tollbooth on the NH end of Route 3 North. In Appendix F,page F-5, there is a description of the Route 3 North project, a project in the recommended plan. Per the information in the description, the cost of the project is $385 million and the average daily traffic volumes for the NH border were 63,800 in 1999. Is Mass. missing an opportunity for additional revenue at our side of the border ? The math is simple on this one.

My suggestion is that the chapter be expanded or an appendix added to iidentify the additional sources of revenue to cover the projects not included in the constrained plan. This will present options to the administration, the legislature and the public at large. I would include on the list the following with pros and cons with the anticipated revenues for each :

- o Tolls
- o Increase in gasoline taxes
- o increase in sales tax
- o Creative financing options
- o Congestion management
- o Etc....Etc

I am not advocating any of these options. I believe that they need to be identified and brought to the attention of all interested parties. After all, there is a signifcant cost and quality of life issues relating to the delay of any transportation improvement.

Domenic E. D'Eramo
148 Spring St.
Millis,Ma 02054

Public Comments and MPO Responses From Winter 2002 Outreach

Commenter:	Southeastern Regional Planning and Economic Development District (SRPEDD) (February 28, 2002)
Type of Comment:	Project Specific
Abstract of Comment:	SRPEDD asks that the MPO add a project to the Illustrative Projects: reconstructing Route 24 to interstate design standards from Route 128 to I-95 in Fall River. A 1998 MassHighway study estimates this to cost approximately $20 million. They are pleased with the MPO's inclusion of commuter rail to three cities in SRPEDD, and that the Route 128 Additional Lanes project is included as this will address a serious congestion problem for commuters from the SRPEDD area. The SRPEDD Plan recommends construction of a 3-mile northbound bus lane on Route 24 ending at the Route 128 merge. This project will help commuters from the SRPEDD region through this major congestion area.
MPO Response:	The reconstruction of Route 24 to interstate design standards from Route 128 to I-95 will be included in the Universe of Projects list that will be considered for the next update of the Transportation Plan. The MPO will work with SRPEDD on this project in the future. The construction of a bus lane on Route 24 will be added to the Universe of Projects list and considered in future Transportation Plans.

SRPEDD

SOUTHEASTERN REGIONAL PLANNING & ECONOMIC DEVELOPMENT DISTRICT

Acushnet
Attleboro
Berkley
Carver
Dartmouth
Dighton
Fairhaven
Fall River
Freetown
Lakeville
Mansfield
Marion
Mattapoisett
Middleborough
New Bedford
N.Attleborough
Norton
Plainville
Raynham
Rehoboth
Rochester
Seekonk
Somerset
Swansea
Taunton
Wareham
Westport

MAR -4 2002

February 28, 2002

Ms. Anne McGahan
Central Transportation Planning Staff
10 Park Plaza, Suite 2150
Boston, MA 02116

Re: Regional Transportation Plan Comments

Dear Ms. McGahan:

SRPEDD has the following comments on the Boston MPO's 2000-2025 Regional Transportation Plan:

SRPEDD commends your Transportation Plan for including the extension of **commuter rail** to three of our cities; Taunton, Fall River and New Bedford. This is an essential transportation project for our region and yours because it completes the connection the major cities around Boston to the commuter rail network.

We are pleased to see the **Route 128 Additional Lanes** project from Randolph to Wellesley in the Plan at an estimated cost of $97,000,000. The merge of Route 24 with Route 128 (a.k.a. I-93) is a serious congestion problem for commuters from Southeastern Massachusetts.

SRPEDD's Regional Transportation Plan recommends bringing Route 24 up to interstate design standards from Route 128 to I-195 in Fall River. This was the subject of a study by MassHighway in 1998 that placed the construction cost of these standards at $20 + Million for the Boston MPO. **SRPEDD requests that this be added to the Boston Plan as an Illustrative Project.**

Additionally the SRPEDD Plan recommends the addition of a northbound exclusive bus lane to the top 3 mile portion of Route 24 approaching the Route 128 merge. This would aid our commuter buses through a major congestion point on your highway system.

Sincerely,

Stephen C. Smith
Executive Director

cc: SRPEDD MPO Members

88 BROADWAY TAUNTON MA 02780-2557 TELEPHONE (508) 824-1367 FAX (508) 880-7869

Public Comments and MPO Responses From Winter 2002 Outreach

Commenter:	Association for Public Transportation (February 27, 2002)
Type of Comment:	Policy Specific
Abstract of Comment:	The Association for Public Transportation (APT) supports investment in transit over highway expansion. They suggest that the MPO not invest in roadway capacity expansion in areas with substitute transit opportunities. They are concerned that on-going investment in smaller roadway projects and safety projects is resulting in roadway expansion in a way that does not require local consideration of transit in its land use planning and development. They suggest that roadway expansion projects be dropped and that funds saved be used for reactivating rail lines. Highway funds should be dedicated to maintenance. APT has additional specific concerns. They would like the Plan to include discussion of airport, water and harbor, and interstate railway issues. They have concerns that bus rapid transit will not promote compact development and that this mode is often converted to light rail. They suggest that: mass transit investments focus on technology already in use, converted rail trails be considered transportation facilities, that truck operators pay for the construction of haul roads, that private developers build rail transit facilities, and that volunteer groups be responsible for rail trail construction. They support: developing more commuter rail lines and stations, instead of enlarging existing parking lots, and establishing tolls to access the Metropolitan Highway System. They feel that public participation has not been used to facilitate comment from transit supporters, only from citizens interested in stopping a particular transit project, resulting in delays for transit and more funding for highways. They do not agree with some of the ratings assigned in the Appendix C matrix.
MPO Response:	Your comment on prioritizing transit projects over highway projects has been considered by the MPO. During the development of the 2000-2025 Transportation Plan Update, the MPO determined that there would be no flexing of funds from one mode to another (highway funds for highway projects, transit funds for transit projects. The MPO has selected its highway projects in large part to address the projected growth under a no-build scenario. It is not the MPO's intent to encourage or facilitate growth in single-occupancy vehicle travel beyond that which is projected in the no-build scenario. The 2000-2025 Transportation Plan Update released for public review in February 2002 only included those chapters that were significantly altered from the 2000-2025 Plan that was adopted in January 2001. When the Update was finalized, it included the revised chapters in the Update and the existing conditions chapters that were in the previously adopted Plan, including those on inter-city travel (airport and rail) and freight transportation. The Plan Update includes projects that both develop more commuter rail lines, such as the Greenbush and New Bedford/Fall River Commuter Rail Lines, and add additional park and ride spaces in the region. The MPO disagrees that the public participation process has not facilitated comments from transit supporters. We have received numerous comments supporting many transit projects around the region. The matrix included in Appendix C is a first step in the process of relating policies to projects. The MPO will continue to work on refining the ratings.

TWO PAGE VIA FAX

Association for Public Transportation, Inc.
P.O. Box 51029
Boston, MA 02205-1029
(617) 482-0282
e-mail: apt@car-free.com www.car-free.com

Central Transportation Planning Staff
Certification Activities Group
10 Park Plaza
Boston MA 02116

RE: Boston MPO Transportation Plan 2000-2025 February 27, 2002

The Association would like to pass on the following comments about the above mentioned draft document.

- Page 1-7 the exclusion of airport, water and harbor, and interstate railways from the regional plan, undermines the whole intermodal transportation planning process through fragmentation, making the MPO a highway planning process by default with predictable and undesirable results
- The guiding principles stated on P1-10 is a good start and recognizes the problems of suburban sprawl therefor the Plan must take care to not perpetuate the problem through roadway capacity expansion in critical areas that are candidates for railway transit as a substitute otherwise the problem is just deferred to the future
- Policy one begs the question: what if the local agenda for land use policy is to promote sprawl through zoning and piecemeal roadway expansion disguised as "safety improvements"? will the state continue to reward places for unsound but locally politically popular land use practices like Telecom City for example by giving them essentially free highways?
- Policy 3A: will not happen if the region is ripping up all the freight railways to install bicycle paths and haul roads while ignoring the provisions of Ch. 161c of the Mass. general laws.
- Policy 3G&H: the concept of "Bus Rapid Transit" continues to remain conveniently ambiguous. Where in this and other documents it is stated that the Washington street replacement service is a demonstration, but it appears the MPO has already made a sight unseen wholesale endorsement. The express bus on a limited access highway was an earlier incarnation of "bus rapid transit" that failed to significantly influence land use patterns toward more compact development. Places that have deployed busways, have often converted them to light rail lines.
- Policy 3I: Window dressing issue worded to deceive and make highway expansion inevitable as transit funding is scant and the capital projects get run on a longer timeline
- Policy 3J: Commuter rail parking should be expanded by opening more lines and stations as opposed to the current practice of isolating the station in ever expanding parking lot wastelands, out in the middle of nowhere that will not cultivate reverse travel patterns.
- Policy 6B: how are the highways going to be modified so the blind can drive?
- Policy 7 Institute tolls at every entrance to the Metropolitan Highway System; The South Shore has had a free ride long enough.
- Policy 8A: mass transit systems should be built around the frame of: Compatibility, versatility and expandability with and to the technology already in place. In other words, lose the monorail plans.
- Policy 8B: care should be taken in rail to trail conversion to show proof that these are in fact a transportation facility, and not a linear park that should not be eligible for transportation funds, by considering the land use practices of the host municipality

- Policy 9: the outreach has been helpful but there are still pockets of modal "turf" due to the separate agencies in control of their respective mode. Great input gets shelved by the universal whine about how there is no money except to pay for roadway projects anyway, so what's the point? The only function of public outreach at this time is to help the NIMBY's kill transit, and build in a three year delay to come to the same conclusion that the powerful political interests wanted the first place; namely free roads for land developers and not much else. The rationalization of the oxymoron "bus rapid transit" on page 4-3 proves that public participation in an exercise in futility.
- Policy 10: there are way too many huge trucks beating up the roads, and this really needs to be addressed.
- Policy 11: what if the "character" of the community is cartoon architecture of strip development or mall and sprawl from state sponsored highway building in the absence of anything else? Do we really want to preserve this?
- Policy 12: If haul roads are to be built, make the trucking companies pay directly to build and maintain them Is it any coincidence that the head of the Teamsters local sat on the Board of Massport and that agency is seeking a exclusive truck road to the airport? at taxpayer expense? Rail trails should be constructed with volunteer labor and funding by the groups that sought them, through a lease arrangement renewable annually. Private developers should be compelled to build rail transit facilities as part of linkage agreements just as they are often compelled to build access roads and other infrastructure.

Many of the roadway expansion projects are disguised as "safety" improvements. There should be no lanes added and this money should be reprogrammed to reactivating out of service railway lines.

Highway funding should be only used at this time to keep the system in a state of good repair. All add a lane projects should be dropped. This is curing obesity with a larger pair of trousers.

The matrix used in appendix C, is highly subjective and suspect. For example: how can a railway project have a negative "safety and security" rating , when engineering roads to allow higher volumes of vehicles to travel faster receives a positive one?

All and all this plan paints a dismal picture of the future. the only way out appears to be natural disaster, political insurrection, or global cataclysm; and even these forces may not be enough to topple Massachusetts politics as usual. The only thing the culture will react to, is a crisis, or a lawsuit.

Fred R Moore

APT President

Commenter:	Association for Public Transportation (June 27, 2001 and February 6, 2002)
Type of Comment:	Policy and Project Specific
Abstract of Comment:	June 27, 2001 The Association for Public Transportation (APT), supports increasing capital investment in mass transit. They write that continued highway expansion will reinforce automobile dependency, congestion, and sprawl. The three large transportation studies now underway in the region (North South Rail Link, Urban Ring, North Shore transit MIS) should be unified and use a compatible railway format that would allow incremental development of the complete system. They list several components of their plan, specifying many individual elements, including: use of existing bridges over Mystic River, construction of extra tracks through Chelsea for express train service, construction of a two track railway into Logan, operation of diesel (then electric) multiple unit train sets, use of two track railway through Cambridge to Hanscom and Worcester Airports, use of Saugus Branch to Telecom city and a Route One corridor park and ride, and suburban route connections to Urban Ring. They submitted much supporting detail for the Saugus Branch improvements, which would involve constructing a combination freight, passenger, rail trail project along the Saugus Branch. They cite the following pertinent points: constructing alternatives to highway expansion will promote alternatives; existing roadway congestion slows bus service; this action would promote transit-oriented development at Rowe Quarry, Telecom City, and other areas designated for concentrated development; existing park and ride facilities are at capacity; cycling mobility depends also on connections with transit and pedestrian facilities; potential for public/private partnership in operating service. Regarding the connection to Logan, APT suggests: direct railway connections to airport terminals via tunnel from South Station, the East Boston branch from the north, and the Grand Junction from the west. They also support extending the Blue Line to Lynn where it would become an intermodal center linking with suburban and intercity transit. February 6, 2002 The Association for Public Transportation wrote that the Plan presents a dismal view of the future. They make a number of specific comments. They suggest that the Plan should: include air, water and interstate rail modes to support a real intermodal transportation planning process; and avoid highway expansion when transit options are available. They ask whether the MPO transportation investments would support local land use policies that promote sprawl. Other comments on policies include concerns that: Policy 3A is jeopardized by conversion of rail rights of way to alternate uses; (Policy 3,G and H) bus rapid transit will not provide successful replacement service; Policy 3I promotes highway expansion; (Policy 3J) commuter rail parking expansion should result from expansion of rail lines to facilitate reverse commuting; Policy 7) toll be installed for all using the Metropolitan Highway System; (Policy 8B) rail trail projects retain their status as transportation facilities; (Policy 9) public participation only serves to delay projects; (Policy 10) trucks create wear and tear on the roadways; (Policy 11) construction of haul roads should be the responsibility of the truck companies that use them, rail trails should be constructed by volunteers, and developers should pay for rail transit improvements. They write that roadway safety projects are really expansion projects and that their funds should be spent on rail improvements. Highway funding should only be used to maintain state of good repair. They think that the matrix in Appendix C is subjective.

Public Comments and MPO Responses From Winter 2002 Outreach

Commenter:	Association for Public Transportation (June 27, 2001 and February 6, 2002) (cont.)
Type of Comment:	Policy and Project Specific
MPO Response:	January 27, 2001 Your comment on prioritizing transit projects over highway projects has been considered by the MPO. During the development of the 2000–2025 Transportation Plan Update, the MPO determined that there would be no flexing of funds from one mode to another (highway funds for highway projects, transit funds for transit projects.) The MPO has selected its highway projects in large part to address the projected growth under a no-build scenario. It is not the MPO's intent to encourage or facilitate growth in single-occupancy vehicle travel beyond that which is projected in the no-build scenario. The Urban Ring Phase 1 project is included in the recommended projects list for the 2000–2025 Transportation Plan Update. Phases 2 and 3 are included as an illustrative project, as is the North-South Rail Link. The other projects listed in your letter were included in the Universe of Projects list considered by the MPO for inclusion in the Plan Update, or will be included in Universe of Projects list for future planning efforts. The illustrative projects and projects in the Universe List were not able to be included in the plan at this time because the plan is a financially constrained document. February 6, 2002 Although the MPO only has programming authority over funding for surface transportation projects within the Boston MPO region, information on developments and current conditions in interstate rail and air modes is in the existing conditions portion of the 2000–2025 Transportation Plan Update. Over the past year, the MPO has worked on improving the policies contained in Chapter 1. Your comments on the policies and goals will be considered in any future revisions to the policies. The MPO does take issue with your criticism of public participation. It has been argued that a lack of public participation contributed to the negative impacts of interstate highway construction cited in your letter. Whether one is critical or ecstatic over the evolution of the transportation network in the Boston region over the past 30 years, the MPO strongly believes that public input during this time has resulted in a better system than would have otherwise emerged. The matrix included in Appendix C is a first step in the process of relating policies to projects. The MPO will continue to work on refining the ratings.

Fred R. Moore
President: Association for Public Transportation
6 Ella Street Saugus Ma. 01906
781 233 6247
interstellartech@juno.com

June 27, 2001
RE: Issues relevant to mass transit capital investments

As the central artery tunnel project winds down, we will need to turn our attention to more transit oriented capital expansion lest we as a civilization continue on a treadmill of further highway building that is transforming our civilization into a dystopia of compulsory automobile use, endless roadway congestion, parking lot sprawl, and a ever degrading natural and social environment. There is grumbling from the masses that the next round of roadway widening, will severely disrupt the host communities through which they pass.

At present there are three Major Investment Studies under way relevant to this presentation.

1. The North South Rail Link through central Boston
2. The Urban Ring Corridor
3. The North Shore transit MIS

Each of these projects appear to be going off in different directions with regard to the engineering of the proposals, creating a designed to fail incompatibility, and face the danger of being inadequate to have a significant enough impact on travel and land use patterns, that would be necessary to justify high capital costs.

What will follow is a vision to build a ground transportation system immune to roadway congestion and delays, in the areas concerned, based on the principles of :

- Compatibility (with existing facilities long established)
- Versatility (to evolve into other uses without rendering present constructions obsolete)
- Expandability (to build upon what has already been constructed)

This would unify the Ring Corridor, the North Shore transit services, and the North South Rail link, with a compatible railway format designed around these principles. Best of all, improvements can be done incrementally, minimizing "sticker shock" allowing each major component to work as a stand alone, or when combined, yield a value added greater than the sum of these parts.

Key features of the plan would be:

- Optimal utilization of existing railway bridges over Mystic River.
- Adding extra tracks through Chelsea to allow express trains to bypass local service.
- Construct 2 track railway into the terminal area of Logan Airport.
- Operate local services using diesel multiple unit train sets to lower start up costs, and later upgrade to electric
- Continue two track railway through Cambridge to Beacon Park, and points West, such as Hanscom and Worcester Airports.
- Construct spur up Saugus Branch to Telecom City (2 stations) and a Route One corridor park and ride, at Rowe Quarry redevelopment, and ultimately to Lynn
- Allow suburban routes to feed into the ring corridor as well as the North South Rail link
- Establish Sullavan Square at a master transfer station between various lines
- add an "overlap" with a light rail system in the Cambridge Somerville Medford area, by extending and branching the Green line North from Lechmere
- Implement a "commuter interceptor" rail service where an out of service railway crosses Route one in Danvers via Lynnfield, Wakefield, and Melrose

The Case for The Saugus Branch

We submit the suggestion that the rail trail proposal along the MBTA owned Saugus Branch, be broadened in scope to include a passenger and freight rail component in its planning and construction The merits of our case are as follows

- Roadway congestion has grown at a colossal rate in this area Further capacity expansion of the roadways is environmentally unsound, sprawl promoting, very disruptive public policy. The express commuter busses to Boston are deteriorating in service quality due to roadway congestion
- The Saugus Branch intersects Route one at Rowe Quarry, where mixed use development is being proposed but only highway options are being considered
- Park and ride stations on the North Shore, unlike other sectors of the metro area are poorly sited, requiring passage through highly congested areas to reach stations from the Route One corridor.
- Ridership would be limited only by the number of parking spaces that could be provided at this highway/rail interface, where a time competitive trip could be achieved today, as well as in the future as the roadways fill up and slow down. The current northside park and ride options are already overcrowded
- The Saugus branch connects at both ends to MAPC designated concentrated development centers in Lynn and Malden, as well as passing through the proposed Mystic Valley Development Commission's "Telecom City" brownfield redevelopment
- In 1974, during the Chelsea fire, North Shore commuter trains were able to detour down this branch. Such a bypass could prove useful under many different scenarios, within the scope of the North Shore Major Investment Study, not the least of which would be freight trains possibly interfering with a close headway passenger service along the current Eastern route, or problems with the Saugus River drawbridge
- Cycling trails in and of themselves do not promote cycling as an alternative means of mobility seeing how large numbers of trail users are transporting the cycles to the facility racked to a large four wheel drive SUV. There is a need to take advantage of the synergy between cycling, walking, and mass transit to promote more sustainable land use patterns. Places with good mass transit have higher rates of non motorized mobility and access. CO-development of both modes affirms that this is in fact a transportation corridor, and is not being downgraded to a linear park or a recreation facility.
- Promoting the "transit greenway" concept, should put to rest the issue that often times local support for cycling trails is merely a ruse to engage in railway eradication.
- Some local businessmen and former rail freight customers, have expressed an interest in acquiring the trackage rights to this line if and when Guilford trans. relinquishes them, creating an opportunity for a public private partnership to operate this line.

The Airport Connection:

The rise of air transportation has made airports major engines of commerce. However, because of the nature of their operations, final destinations tend to be quite distant from the "ports" themselves, requiring groundside linkages to said destinations.

In the USA, this nearly without exception means generally the highway system and specifically a dedicated roadway providing sole access. These roadways are the weak link in the whole system, often subject to random events of delays and backups, that no amount of bus service subject to the same traffic will make go away. Whereas the Northeast metropolitan areas tend to have European distances and densities, it would make sense to emulate their practices of taking a more multimodal approach to airport access. The greatest international airports have direct railway connections that are easier to make than changing flights There are three possible approach routes to the air terminals

1. from the South via tunnel from South Station
2. from Lynn and points North via the East Boston branch parallel to route 1A
3. from the West via the Grand Junction connection across Chelsea creek

Option one has a high capital cost, two would be the most cost effective and three if not constructed as a tunnel would need a drawbridge thus option two and three would need to be established together to provide service reliability.

A system such as this would serve as a nucleus for greatly increased intercity rail passenger services that would be time competitive to the flights currently causing the airside congestion at Logan, thereby reducing the pressures to increase the number of flights, with the subsequent negative impact on the neighboring communities. A groundside connection immune to airport access road problems, would also preserve rail freight options, and create a better groundside interconnection to other regional airports. Other benefits will be include the economies of scale by unifying mass transportation technologies, as well as maximizing utilization of infrastructure already in place. Finally, offer off road mass transit, and intermodal service that would be truly superior to the current roadway status quo, therefore capture a larger market share of ground transportation trips in a more environmentally sound manor, by providing the framework that transit oriented development would not otherwise develop in the current climate of evermore roadway expansion.

The City of Lynn has long been in the economic doldrums due to many twists of fate, not the least of which being the lack of access to the greater community due to the emphasis in the last half century on highway construction that redistributed the wealth courtesy of government sponsored road building to the formally empty land along the Route 128 corridor. The term "transit oriented development" Is constantly being thrown about, but the fact is that Lynn already has this development pattern, yet the state continues to subsidize highway oriented development by giving badly designed projects like Telecom City, free highways. Providing Lynn, and the rest of the region for that matter with easy and reliable ground access to Logan Airport immune to roadway congestion and delays would be a powerful prime mover for economic growth. what is needed is to put an off road mass transit service on the ground and running as quickly as possible so as ridership grows, there will be the justification of the capital costs to bring the Blue line to central Square Lynn. Thus, Lynn would serve as the intermodal interface point from local rapid transit to suburban and intercity services. Revere has had its own set of problems with the current model. Is the city a "gateway" or a "doormat"? Highway expansion will take real-estate from the tax base and offer little in return. The Blue line terminal surrounded by acres of ever expanding parking is not only denying the city of more tax value added uses for the surrounding land, but is creating a considerable vehicular traffic burden on the city's local streets. Revere deserves better than being a staging area for the airport.

Fred R. Moore

Public Comments and MPO Responses From Winter 2002 Outreach

Commenter:	Karen Wepsic, Resident of Jamaica Plain, February 27, 2002
Type of Comment:	Policy Specific
Abstract of Comment:	Ms. Wepsic comments that the MPO should not only prioritize projects, but should track their implementation to see that regional plans materialize as programmed. She also recommends that the MBTA's Capital Investment Program (CIP) be coordinated with the Plan and that the MPO should comment on the CIP. She makes two points related to environmental justice data in Appendix A: air conditioning does not work in all buses in which it is installed; and poor schedule adherence by buses is a more critical issue in minority and low-income communities that have only buses as transit modes than it is in communities that have other mode choices.
MPO Response:	The Transportation Plan is a long-range document that states the MPO transportation policies and goals; describes the public participation process for transportation planning; assesses the current state of the region's transportation system; estimates future needs and resources; and lays out a detailed program for preserving and expanding the system for a period of 20+ years. The Transportation Improvement Program (TIP) is a six year staged document that consists of all federally funded transit and state and federally funded highway projects and is consistent with the Transportation Plan. Each year, the TIP includes the status of projects that were programmed in the previous year's TIP. The MPO receives copies of the MBTA's CIP and uses this information in programming projects in the Transportation Plan. Your comments on air conditioning and schedule adherence will be considered in the continuing environmental justice efforts by the MPO.

84 Prince Street
Jamaica Plain
MA 02130
February 27, 2002

Central Transportation Planning Staff
10 Park Plaza, Suite 2150
Boston, MA 02216
Attn: Anne McGahan

Dear CTPS,

The following are my comments on the Boston MPO Transportation Plan 2000-2025:

The MPO needs to prioritize projects otherwise projects are just "on paper: There needs to be follow-up on what projects are actually implemented to see if the planning process has any validity.

Comment on Policy 12: The MPO needs to look at and comment on the MBTA's Capital Investment Plan to ensure that it follows the Boston MPO Transportation Plan. It is especially here
where prioritization of projects would be helpful.

Appendix A Environmental Justice

One of the criteria was a study of A/C in the buses. Just because a bus is equipped with A/C
does not mean it is working

Scheuled adherence: Since the bus is the primary mode of transportation in the E.J. community bus scheduled adherence needs to be compared with the scheduled adherence of the other modes. If there are 150 buses running through an EJ community with no rail and there are 10 rail modes and one bus running through a non EJ community and the one bus running through the non EJ community has the same poor performance as the 150 buses this is not environmental justice.

Sincerely yours,

Karen Wepsic

Karen Wepsic

FEB 28 2002

Public Comments and MPO Responses From Winter 2002 Outreach

Commenter:	Conservation Law Foundation (February 28, 2002)
Type of Comment:	Policy Specific
Abstract of Comment:	The Conservation Law Foundation (CLF) comments that it is essential that the MPO weigh the merits of transit and highway projects together in a process that directs investments to projects that provide the most mobility, access, environmental, economic, and social benefits. They promote flexing highway funds to transit and are concerned that this Plan indicates that there will be no flexing of funds in the next 25 years. They suggest that this Plan include a discussion of the flexing option and that the next Plan use the suggested method considering the flexing option. CLF strongly suggests that the Plan include all three phases of the Urban Ring. They believe it is the most important transportation and economic development investment within the next ten years. Numerous benefits will result: significantly increase transit ridership, reduce regional vehicle miles traveled, improve air quality, increase mode share of regional trips by transit, improve transit access to designated growth areas in the core communities, relieve local bus overcrowding, service areas with high projected residential and employment growth, and ease crowding on other transit. If the Plan cannot be amended to include the full Urban Ring project, the MPO is urged to discuss the benefits of the Urban Ring and commit to continued study with the goal of including the project when the Plan is next revised. CLF expresses concerns that the substitution process for the Red/Blue Connector evaluate air quality benefits and connectivity to employment for both the Connector and possible substitute projects.
MPO Response:	Your comment on prioritizing transit projects over highway projects has been considered by the MPO. During the development of the 2000-2025 Transportation Plan Update, the MPO determined that there would be no flexing of funds from one mode to another (highway funds for highway projects, transit funds for transit projects.) The MPO has selected its highway projects in large part to address the projected growth under a no-build scenario. It is not the MPO's intent to encourage or facilitate growth in single-occupancy vehicle travel beyond that which is projected in the no-build scenario. Although the Plan Update is a 25-year document, it is required to be updated every three years. The issue of flexing funding will continue to be discussed in future updates of the Plan. Phase I of the Urban Ring project is included in the recommended list of projects included in the 2002-2025 Regional Transportation Plan Update and assumes 80% of the necessary funding will be provided through a congressional earmark in the § 5309 Bus Program. Phases 2 and 3 are included as an illustrative project. An illustrative project is not in the recommended plan because there is not now sufficient revenue to fund it. However, if funds become available, they may be included in a future update of the Plan. All phases of the Urban Ring will continue to be analyzed as work progresses on the Program for Mass Transportation. The information from the PMT will be used in the next update of the Transportation Plan. The MBTA will be undertaking a study on the Red Line/Blue Line Connector in the coming year. Your comments will be taken into consideration when developing the workscope for this study.

Conservation Law Foundation

February 28, 2002

Central Transportation Planning Staff
10 Park Plaza, Suite 2050
Boston MA 02116
ATTN: Anne McGahan

FEB 28 2002
MAR -1 2002

Re: Regional Transportation Plan

Dear Ms. McGahan:

The Conservation Law Foundation (CLF) is pleased to offer the following comments on the draft Regional Transportation Plan 2000-2025 for the Boston Metropolitan Area, which supplement verbal comments made at the public hearing on the plan. While the draft Plan raises many important issues, we would like to highlight three.

First, CLF believes that it is essential that the Commonwealth of Massachusetts and the Metropolitan Planning Organization take an integrated approach to transportation system investments, one which weighs the relative merits of all potential projects—highway and transit—and ensures that both federal and state dollars are spent on those that provide the greatest mobility, access, environmental, economic and social benefits. A similar position was recently taken by the Massachusetts Taxpayers Foundation in connection with its study concluding that the MBTA will have serious difficulty simultaneously addressing its maintenance and modernization needs while moving ahead with expansion projects. In MTF's words, "the state needs to weigh the merits of competing transit and highway projects and move forward with those that provide the greatest benefits." One concrete way to implement such an integrated approach to transportation investments would be to take advantage of federal law which allows the Commonwealth to "flex" federal funding from highway and road accounts into transit accounts. Yet the draft Plan rejects this possibility and the financial plan contained in Section 5 assumes that at no time during the next twenty five years will there will be any "flexing" of federal funding from highway and road accounts into transit accounts. Congress in ISTEA and TEA-21 created this mechanism precisely so transit-dependent urban centers like Boston could vary their allocations of federal transportation funds in precisely this manner. This version of the Plan should at least acknowledge the availability and wisdom of this mechanism; the next iteration should, after genuinely weighing the relative merits of proposed highway and transit projects, propose specific allocations of flex dollars for transit projects.

Second, CLF—and many other commenters—are deeply disappointed that the list of Recommended Projects in the current draft does not include implementation of the rail (or even Bus Rapid Transit) components of the Urban Ring. We strongly believe that the Plan must include all three phases of the Urban Ring in the Recommended Projects list, as CLF is convinced that the Urban Ring is the single most important transportation (and economic development) investment that can be made for greater Boston over the next decade or so. As documented in last year's Major Investment Study:

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MAINE: 120 Tillson Avenue, Suite 202, Rockland, Maine 04841-3416 • 207-594-8107 • Fax: 207-596-7706
NEW HAMPSHIRE: 27 North Main Street, Concord, New Hampshire 03301-4930 • 603-225-3060 • Fax: 603-225-3059
RHODE ISLAND: 69 Washington Street, Providence, Rhode Island 02903-1726 • 401-323-7608 • Fax: 401-351-0118
VERMONT: 15 East State Street, Suite 4, Montpelier, Vermont 05602-3010 • 802-223-5992 • Fax: 802-223-0060

- The Ring will increase transit ridership by 47,000 new riders daily, reducing regional daily Vehicle Miles Traveled in automobiles and other motor vehicles by 384,000 miles each day and thereby improving air quality by reducing emissions of volatile organic compounds, carbon monoxide, nitrogen oxides and the greenhouse gas carbon dioxide;
- By the year 2025, the Ring would carry nearly 300,000 riders—more than three of the T's four rapid transit lines (all but the Red Line) and more than the entire commuter rail system;
- The Ring would increase the share of regional trips made by transit by more than all of the other transit projects included in the last version of the 2025 Regional Transportation Plan *combined;*
- The Ring would improve transit access to 85% of the designated "growth areas" in the core communities of Boston, Brookline, Cambridge, Somerville, Everett and Chelsea;
- The Ring would shift 50,000 daily riders off of the overcrowded and time-consuming local bus system to more convenient and less time-consuming types of transit- many of these bus riders are drawn from racially and ethnically diverse neighborhoods in the urban core, an important environmental justice benefit;
- The Ring would serve an area already rich in jobs and housing that is projected to grow far more rapidly than metropolitan Boston as a whole (for example, the residential population of metro Boston is projected to increase only 11% between 1990 and 2025, but rise 34% in the core area served by the Ring and, similarly, metro Boston employment during that period is projected to increase only 26% while employment in the Ring corridor is expected to soar by 81%); and
- The Ring would ease crowding and congestion on existing MBTA transit lines and appears to be the only transit investment (beyond those now underway such as longer Blue Line platforms) with the potential to substantially reduce core overcrowding and increase the capacity of the MBTA system to support continued job growth and economic development in and around downtown Boston.

The MPO has made a serious mistake by excluding the Urban Ring from the "Recommended Projects" list and CLF believes that it should be included in the final version of the Plan. If, however, it is too late for that then the draft Plan should be revised to include (1) a discussion of the benefits of the Urban Ring as documented in the MIS (like those presented above) and (2) a commitment that the MBTA and MPO will continue to study the Urban Ring with the goal of including all phases of the Urban Ring in the Recommended Projects list in the Plan when it is revised again in two years.

Finally, CLF is also concerned that any effort to propose a substitution for the Red-Blue Connector (See page 4-1) rigorously follow the substitution process, fully evaluating the relative air quality benefits of the Red-Blue Connection and the proposed substitution. It is also important that any attempt at substitution fully consider the range of transit benefits the Red-Blue Connector would provide, including connectivity of East Boston and Revere residents to jobs in Cambridge and Somerville (and vice versa).

Respectfully submitted,

Stephanie Pollack

Stephanie Pollack
Vice President/Massachusetts

Public Comments and MPO Responses From Winter 2002 Outreach

Commenter:	Sierra Club, February 28, 2002
Type of Comment:	Project Specific
Abstract of Comment:	The Sierra Club's comments are much the same as those submitted on earlier drafts of the Plan. One new comment is the Club's support for the Orange Line station at Assembly Square. However, the Club recommends rejection of the Plan Update, particularly because it does not adequately address environmental justice issues. It is concerned that with the MPO's current emphasis on highway projects and the lack of progress on urban neighborhood transit projects (Washington Street Replacement, Green Line to Somerville, 200 additional buses) means the MPO will not be adequately providing for the needs of all populations in the region. The Club notes important progress on issues before the MPO (fare collection, Greenbush, North/South Rail Link, Maverick Station, Arborway). However, it is concerned about the ongoing air quality impacts of the 400 diesel buses scheduled to be reconditioned, not retrofitted with the most current pollution control equipment. The Central Artery project has reversed the region's climate for investment in alternative modes and is resulting in a growing culture of automobile use relying on rush hour highway capacity increases. State policy makers seem to be falling back on old policies that focus on moving vehicles, not people. Current road projects will not adequately address congestion problems as low density, automobile-dependent development spreads.
MPO Response:	The MBTA supports the Assembly Square Orange Line Station and is actively working with the City of Somerville to identify possible funding sources including innovative financing under the Transportation Infrastructure Finance and Innovation Act (TIFIA) program. This project is included in the recommended list of projects in the 2000-2025 Transportation Plan Update. The environmental justice measures contained in the previously adopted 2000-2025 Regional Transportation Plan, intended as a beginning step in an ongoing process, included separate information on access to the bus system and the rapid transit system, as well as a comparison of performance measures across modes. During the development of the 2000-2025 Plan Update, the MPO developed, with the assistance of the Environmental Justice Ad Hoc Committee, additional measures including a measure of on-time performance. The MPO is committed to an ongoing analysis of environmental justice issues including an analysis of financial investments and, if possible, an analysis of areas where transit service is lacking. The MBTA has submitted a schedule of bus replacements with alternative fuel vehicles and retrofitting of older diesel buses to the Department of Environmental Protection as part of their requirements for the Administrative Consent Order. The MBTA will be replacing 390 diesel buses with alternative fuel buses. The diesel buses to be replaced will not be retrofit. The remainder of the diesel buses will be retrofit.

Massachusetts Sierra Club

Greater Boston Group

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(617) 423-5775 /Fax (617) 423-5858

Boston Metropolitan Planning Organization
C/o CTPS
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116

February 28, 2002

Re: **Update to the 2000-2025 Transportation Plan for the Boston Region**

The Sierra's Club's comments on the pending **Update** are basically those contained in our comments on both the MPO certification process submitted in September of 2000, as well as the **Circulation Draft of the 2000-2025 Transportation Plan for the Boston Region** submitted on January 5, 2001. Both sets of comments should be part of the existing record.

One new item would be the support of the Club for the establishment of sufficient public transportation infrastructure to support the City of Somerville's development of the existing Assembly Square area. The preferred option would appear to be the establishment of a new station on the MBTA's existing Orange Line adjacent to the project site.

Unfortunately, since the Club and many others see little improvement in the Commonwealth's approach to several major issues - most notably in the area of environmental justice - the Club recommends the rejection of this **Update to the 2000-2025 Transportation Plan for the Boston MPO** until immediate and real measures are taken to address issues that have been ignored for too long.

The Club again asks the question: ***Should the Boston MPO receive any further federal transportation funding until it puts its own house in order? Does the Boston MPO deserve continued certification?***

Since our comments on the above documents were made, there has been some positive movement on several of the many issues before the MPO. New fare collection equipment is being procured, the Greenbush commuter rail extension is being implemented, and the North/Rail Rail Link DEIS/DEIR/MIS process appears to once again be underway after many inexplicable delays.

The long awaited reconstruction of Maverick Station on the MBTA's Blue Line is apparently also to be funded, although the reconstruction of Orient Heights still remains an unfulfilled commitment.

Although the Massachusetts Department of Environmental Protection has found no reason to further delay the restoration of full Arborway Green Line service, the necessary funding to expedite the timely completion of this project doesn't appear to be forthcoming. Whether this will be another example of "death by delay" for local neighborhood transit projects on the part of both the MPO and the MBTA still remains to be seen.

Equally troubling is the MBTA's plans to recondition upwards of 400 older diesel buses without retrofitting these vehicles with the latest in pollution control equipment to minimize harmful emissions generated by these vehicles. Sufficient documentation exists on the deadly impact of small particulate matter from the operation of diesel engines to call into question the wisdom of such a decision.

Sierra Club comments on the **Update to the 2000-2025 Transportation Plan for the Boston Region**

The Boston Metropolitan area was the scene of a major policy change in transportation planning during the late nineteen sixties and early seventies. At that time, the realization that the expansion of the highway system could never keep pace with the expansion of rush hour drive alone commuter demand dictated the development of alternative strategies geared to moving people, and not vehicles, during peak commuting times.

These strategies bore fruit, allowing Boston to both grow and remain a viable urban place while avoiding the fate of many older urban centers.

Although the immediate Boston area initially profited from the shift from a highway dominated planning focus, the final design of the depressed Central Artery resulted in a disproportionate shift in investment from alternatives to the drive alone commute to a highway dominated strategy based almost entirely on the continuing reliance on rush hour highway capacity increases to deal with ever increasing demand. The so-called "transit mitigations" should have been a part of the normal transportation investment cycle and never made dependent on the construction of the Central Artery Project.

At the same time the explosive growth of suburban development in eastern Massachusetts seems to have caught state policy makers by surprise, although the Metropolitan Area Planning Council (MAPC) has long documented emerging land use trends and their future impacts.

Ominously, both fiscal and environmental concerns seem to be taking a secondary role to the increasing tendency of state policy makers to fall back on the discredited transportation policies of the past which emphasized the movement of vehicles, not people, during peak commuter periods. The staggering number of roadway projects now underway, or under consideration within or adjacent to the Boston MPO, and the inability of these projects to meet realistic congestion relief goals, is overshadowed only by the costs of the low density, automobile dependent development that is rapidly engulfing all of coastal New England from Maine to Connecticut.

This, coupled with the refusal of state policy makers to honor their commitments to expeditiously fund urban neighborhood transit projects such as the Replacement Transit Project (Washington Street); Arborway Green Line restoration; Green Line extension to Somerville; and the purchase of 200 additional buses (to supplement existing MBTA services and not for the proposed Urban Ring project which will require even more vehicles) calls into question the ability of the Boston MPO to adequately respond to the needs of all populations within its jurisdiction.

Thank you

John F. Deacon
Transportation Chair

Commenter:	Executive Office of Environmental Affairs (Feburary 28, 2002)
Type of Comment:	Policy and Project Specific
Abstract of Comment:	Robert Durand, Secretary of the Executive Office of Environmental Affairs (EOEA), submitted comments intended to serve as a basis for transportation policy decisions. Secretary Durand is seeking to elicit care in investment of public resources and consistency with regional economic and environmental goals. He emphasizes the importance of compliance with the Administration's Community Preservation policies and EOEA smart growth policy goals, environmental justice, reduction in greenhouse gases, developing measurable goals for its policies, and comparing environmental impacts of alternative transportation networks. Community Preservation: He is pleased that the Plan reflects the Administration's support for Community Preservation. He is concerned about the increasing land consumption and vehicle miles of travel. He urges coordination of land use and transportation planning as a way to manage the growth in vehicle miles traveled and avoid many unwanted environmental impacts. Curbing sprawl and preserving community character is a high priority issue for the region. He agrees with the targeted growth land use scenario as the basis for this and future Plans. It is consistent with EOEA smart growth policy goals that support growth where there is existing transit, highway, sewer, and other public infrastructure, and that favors the re-development of existing sites and brownfields over previous "greenfield" sites. He cites several successful multi-agency initiatives advancing community preservation-based transportation planning. Environmental Justice: Mr. Durand supports the plan's environmental justice policy. He cites the Urban Ring as a project that addresses environmental justice issues. Air pollution from stationary and mobile sources burdens many low income and minority communities. The Plan should be an opportunity to fairly distribute benefits and protect public health. A great deal of work remains to be done in this area. Climate Change: Reducing Greenhouse Gas Emissions: This Plan should address climate change and commit to reducing growth in emissions from transportation sources. The 25-year plan should look beyond the current regulatory structure and think about future challenges. This Administration is committed to reducing carbon dioxide and greenhouse gas emissions, and transportation is a major source of emissions. Environmental Indicators/Analysis of Alternatives: The MPO should develop specific measures and goals for its policies. He suggests targets for stabilizing and reducing greenhouse gas emissions, curbing the growth in VMT, and significant increases in transit, bicycle, and pedestrian mode share. In addition, the MPO should evaluate and compare the relative environmental benefits of the alternative transportation networks it considers. A detailed discussion of main topics was attached.

Public Comments and MPO Responses From Winter 2002 Outreach

Commenter:	Executive Office of Environmental Affairs (Feburary 28, 2002) **(cont.)**
Type of Comment:	Policy and Project Specific
MPO Response:	Over the last year, the MPO worked on improving the policies contained in Chapter 1. The policies and goals were revised to clarify the vision for the region. They included a separate policy (#11) specifically supporting the preservation of community resources. Phase I of the Urban Ring project is included in the recommended list of projects included in the 2000-2025 Regional Transportation Plan Update and assumes 80% of the necessary funding will be provided through a congressional earmark in the § 5309 Bus Program. Phases 2 and 3 are included as an illustrative project. An illustrative project is not in the recommended plan because there is not now sufficient revenue to fund it. However, if funds become available, they may be included in a future update of the Plan. The 2000-2025 Transportation Plan Update does not currently include air quality issues, such as greenhouse gases, that go beyond federal regulations. This information will be considered in future Transportation Plans. The MPO looks forward to working with you in the future and would appreciate if your agency could provide a presentation on this issue. The matrix included in Appendix C of the Plan Update is a first step in the process of rating policies to projects. The MPO will continue to work on refining the use of the policies.

The Commonwealth of Massachusetts
Executive Office of Environmental Affairs
251 Causeway Street, Suite 900
Boston, MA 02114-2119

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JANE SWIFT
GOVERNOR

BOB DURAND
SECRETARY

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February 28, 2002

Mr. Dennis DiZoglio, Chair
Transportation Planning and Programming Committee
c/o Executive Office of Transportation
and Construction
Ten Park Plaza
Boston, MA 02116

Dear Dennis:

Thank you for the opportunity to comment on the 2001 Update for the Boston Metropolitan Planning Organization (MPO) Transportation Plan 2000 – 2025. The purpose of this document is to serve as the policy basis for making transportation decisions over the next 25 years. Our constrained finances make it particularly important to be strategic about how limited public funds are invested and to ensure that this Plan is consistent with our economic and environmental goals for the region and the state.

I understand that transportation planning is an iterative process, and that this Plan will be revised in two years. I trust, therefore, that these comments will be considered for inclusion in this Plan Update and as you begin to revise the Plan for 2004. The following is a summary of the more detailed comments which are attached to this letter.

Community Preservation

I was pleased that one of the policies for the Plan has been modified to better reflect this Administration's support for Community Preservation. Under Executive Order 418, our Administration is providing $10.5 million in new funds to assist communities in planning for housing, open space, economic development and historic preservation. Community preservation is an issue I have been working on for over fifteen years. Economic prosperity is hollow if it comes at the expense of the quality of life of our communities and neighborhoods. This quality of life is why people choose to live, work, and start new businesses in Massachusetts.

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As the draft Plan Update indicates, Massachusetts is experiencing an unprecedented level of land consumption and increasing vehicle miles of travel. Even with a substantial investment in transit, Vehicle Miles of Travel (VMT) will rise by 32% over the next 25 years. Unless we coordinate our land use and transportation planning and curb the growth in VMT, our future is more sprawl, more traffic congestion, persistent water and air pollution, and the loss of precious open spaces and biodiversity. As I have traveled through the state, it has become increasingly clear that curbing sprawl and preserving community character is a high priority issue for local officials and citizens everywhere, including in the Boston region, and that they need our support.

I particularly want to support the use of the Targeted Growth land use scenario as the basis for the Plan and its updates. The Targeted Growth scenario is consistent with EOEA's smart growth policy goals, which supports and encourages sustainable growth where it is supported by existing transit, roads, sewers, and other public infrastructure, and which favors the re-development of existing sites and brownfields over previously undeveloped "greenfield" sites. By contrast, I do not favor the use of the Extended Trends land use scenario. Clearly, the Boston region cannot afford another 25 years of the resource-intensive and inefficient development patterns that have characterized our recent past.

Community Preservation and the Governor's strong support for it should continue to guide our policies on transportation issues. As examples of a community preservation-based approach to transportation, I'd like to point to a number of recent initiatives in which our agencies have worked closely with each other and affected communities:

- The renewed and expanded Central Artery/Tunnel Project transit commitments, including the advancement of the Silver Line and Urban Ring projects, and the ongoing conversion of the MBTA's bus fleet to clean fuel vehicles.
- MassHighway's support of the Land Development Task Force for the Route 3 South corridor, to protect highway capacity and ensure that we do not build ourselves into a new cycle of congestion.
- The MBTA's creation of a Growth Management Task Force for the New Bedford/Fall River commuter rail line, working with communities to identify opportunities for transit oriented development.
- Close coordination between the MBTA, EOEA and the Urban Ring compact communities to foster land development and economic revitalization in the transit corridor.
- The South Boston Transportation Summit, which highlighted the critical role of transit access in supporting the development of 17 million square feet on the South Boston waterfront.
- MEPA review of the South Station air rights project, requiring further study to ensure that commuter rail, bus, and subway travel and the Acela high-speed train service are protected and enhanced both during and after construction.
- Working to cap total emissions at Logan Airport through improved transit access, conversion to clean-fuel vehicles, and development of a first-in-the-nation system of tradable credits for off-site reductions.

Environmental Justice

Environmental justice is another important policy issue addressed in the Plan Update and I want to applaud the MPO for adding Environmental Justice as one of its guiding policies. We are continuing our work on an EOEA Environmental Justice Policy that maps out how the environmental agencies will address the issue.

I would like to highlight the MBTA's Urban Ring project as an example of how thoughtful transportation investments can address the issues of environmental justice. Many low-income and minority communities in the Boston region bear a heavy burden of environmental impacts, particularly for air pollution – both stationary and mobile sources. According to the recently released Major Investment Study (MIS), the Phase 2 and Phase 3 elements of the Urban Ring project promise to reduce VMT and air pollution in the corridor, increase mobility for low-income and minority residents, and spark private and public investments in brownfields and other vacant sites.

This Plan can help ensure that the benefits of transportation investments are distributed fairly, and that we protect public health and boost economic development in communities that have previously borne an unequal burden of increased environmental impacts and lower levels of benefits. Significant progress has been made on these issues through the development of the Plan and this Update, but I think we can all agree that a great deal of work remains to be done in this area. Our efforts to date could be the basis of a very productive collaboration.

Climate Change: Reducing Greenhouse Gas Emissions

Another area stressed in these comments is the need to begin addressing climate change in the MPO Plan. A 25-year plan needs to look beyond the current regulatory structure and think about challenges that we will be confronted with in the future. Last August, Governor Swift and the other New England Governor's and Eastern Canadian Premiers agreed to a Climate Change Action Plan. Our Administration is committed to reduce carbon dioxide and greenhouse gas emissions to 1990 levels by 2010, and to 10% below 1990 levels by 2015. Transportation is one of the largest and fastest growing sectors of these emissions. Therefore, the Action Plan includes a commitment to reduce the growth in emissions from the transportation sector. This commitment should be reflected in the Plan Update.

Environmental Indicators / Analysis of Alternatives

Finally, I would like to see the inclusion of measurable indicators that support the Plan's policies. These targets will help decision makers and citizens assess our progress towards increasing the sustainability of the regional transportation system. We regularly use these types of indicators to set goals in the environmental agencies such as the Governor's goal of preserving 200,000 acres of open space by 2010. For example, the Plan should include:

- targets for stabilizing, and eventually reducing, greenhouse gas emissions (such as carbon dioxide and methane) from the transportation sector.
- targets for curbing the growth in vehicle miles of travel.
- targets for significant increases in transit, bike and pedestrian mode share.

A more robust set of alternatives would help commenters understand the implications of these investments. Although this Plan Update includes alternative Transportation Networks, it does not show what would be the different environmental impacts of each alternative. If there was a significant shift in funds from roads to transit, how much would that reduce VMT, air pollution, and greenhouse gases? I believe that this kind of alternatives analysis is essential for informed policy-making. The Plan should also make it clear how the policy criteria (and, ideally, the kinds of targets described above) have been used in the selection of individual projects for the preferred network.

Thank you for your consideration of these comments.

Very truly yours,

Bob Durand

cc: Ken Miller, Massachusetts Highway Department
Michael Mulhern, MBTA
Matthew Amorello, Massachusetts Turnpike Authority
Tom Kinton, Massport
David Soule, Metropolitan Area Planning Council
Andrea d'Amato, Boston Transportation Department
Federal Transit Administration
Federal Highway Administration

Executive Office of Environmental Affairs
Comments on the Update to the Boston MPO Transportation Plan 2000 – 2025
February 28, 2002

I. COMMUNITY PRESERVATION/PLANNING FOR GROWTH

As the draft Plan indicates, Massachusetts is experiencing an unprecedented level of land consumption. Unless we coordinate our land use and transportation planning, transportation decisions can contribute to poorly planned sprawl patterns of development that cause traffic congestion, persistent water and air pollution, and the loss of precious open spaces and biodiversity.

Our work through the Community Preservation Initiative has indicated that curbing sprawl and preserving community character is a high priority issue for local officials and citizens everywhere, including those that live in urban areas. Passage of the Community Preservation Act (CPA) by the legislature in 2001 demonstrates the strong support for this initiative. The CPA will enable cities and towns to establish funds for the protection of open space, preservation of historic structures and/or to support low-income housing.

We are pleased that this Plan recognizes the relationship between transportation and land use and reflects some of the costs of our current development patterns. Chapter 3 recognizes that "Dispersed development patterns cost more for roadway construction, increase driving costs, create additional air pollution and result in a conversion of open space to developed land. As this concentration of people and destinations disperses, the ability to serve people decreases." The Plan also recognizes that we have many possibilities to reduce our need to drive, by changing our transportation pricing policies or land use practices, for example.

Unfortunately, neither the Plan nor the Update adequately communicate the extent of the problem we are facing in this state if current rates of growth continue. The Update notes that "Differences between Build and No-Build scenarios are dwarfed by changes projected to occur between now and 2025." Under either scenario, Vehicle Miles of Travel (VMT) increase by 32%. The Transportation Plan, as the long-term planning document for transportation, should highlight the challenge we are facing and include options and policies that can begin to reverse this trend.

The Plan does provide an overview of the new, more stringent health based air quality standards adopted by EPA but it does not provide any discussion of the significant impact this new standard could have on transportation decisions. Recent health evidence shows that exposure to levels of ozone below the one-hour standard for long periods of time is harmful to public health. Based on DEP monitoring over the past several years, we will not be in compliance with the eight hour ozone standard. In the past, the air pollution from growth in VMT has been offset due to aggressive programs introduced by the Department of Environmental Protection (DEP) to reduce emissions from fuels and the vehicle fleet through technology improvements; however, despite the continued efforts of DEP to reduce vehicle emissions through the Low Emission Vehicle (LEV) Program and

Enhanced Inspection and Maintenance, this will not be true in the future. While the Plan conforms with current air quality emissions limits set in the State Implementation Plan (SIP) developed for the one hour ozone standard, it is clear we have significant challenges to address over the next 25 years.

Many of the policies laid out in the Guiding Principles and Policies Section could lead to the type of programs and projects necessary to support sustainable transportation and land use practices. For instance, Policy 1 commits the MPO to "Promote transportation projects that support state, regional and local land use policies" and to "encourage transportation projects that support transit-oriented designs and increased potential for walking and bicycling." Unfortunately, specific ideas or implementation strategies for curbing the growth in VMT are not adequately explored. The Plan does not include a summary of how the projects that are recommended meet these laudable goals.

One way to improve ridership on transit is to minimize distance that users must walk by siting shops, offices and housing near bus and rail stations, thereby increasing the density of surrounding development. The MPO should explore to what extent the Plan can be used to encourage or provide incentives for land-use plans and zoning codes that specify types of uses and densities around existing transit lines, or where it is likely to be built in the future.

II. Modeling for Community Preservation

The Update underscores the need for new modeling tools that will provide critical information on the relationship of land use practices, transportation efficiency and the environment. Data included in the Update highlight the need to develop robust alternatives that can set us on a more sustainable course and underscore the deficiencies of the regional model.

The regional model is a good tool for accurately assessing the capacity of the transportation system and how that capacity is affected by various combinations of transportation projects but it is cannot give us the answers to the questions that have come up again and again in public meetings and public comments. It cannot tell us how a change in land use, such as an increase in commercial and/or residential development around train or transit stations, will impact the efficiency of the transportation system. It cannot tell us whether an investment in the Urban Ring project will reduce greenhouse gas emissions in the long run. To establish an effective long-term strategy, we need to better understand the extent to which land use practices affect transportation efficiency and the environment. New modeling efforts need to be developed that can evaluate the impact of potential transportation investments on land use and vice versa.

Our efforts to complete build-outs for all 351 Massachusetts communities have resulted in a flood of new and useful data. We encourage the MPO to use of the build-out map of the Metro region in this Update and to explore how this data can be used in the next revision.

The MPO should consider including a commitment in the revision to the Plan in 2004 to introduce more robust alternatives and sophisticated models for the next Update. There are many models available and in use today that could be introduced to complement the regional plan such as:

EPA Smart Growth Index: This is a new tool that enables transportation computer models to account for development and land use densities in estimating traffic, air quality and land use impacts of future transportation and land use decisions.

LUTRAQ: Portland, Oregon has used this to explore alternative transportation scenarios and adjusted its regional model for pedestrian and bicycle conditions.

PLACE3S: PLACE3S, an acronym for PLAnning for Community Energy, Economic and Environmental Sustainability, is an urban design and land use planning process created to help communities understand how growth and development decisions can contribute to improved sustainability.

III. ENVIRONMENTAL JUSTICE

EOEA believes that no segment of the population should bear a disproportionate burden of environmental impacts or receive a disproportionate allocation of environmental benefits. Development of an EOEA Environmental Justice policy is ongoing and will provide specific parameters for EOEA departments and offices to implement the policy to reduce environmental disparities and to prevent and reduce pollution overall. A group of stakeholders from the environmental, academic, industry, faith and indigenous communities are assisting with the development of this policy. This is an area where EOEA and the MPO could collaborate in the future.

In terms of transportation, it follows that all of our citizens – including children, the elderly, low income and minorities - should have equal access to a balanced and clean transportation system that accommodates pedestrians and bicyclists as well as it does cars. Reducing emissions from transportation in urban areas and improving the quality of that service, especially for those who are transit dependent, has been identified by many communities as a high priority.

The Plan begins to address the issue of Environmental Justice in a constructive way while acknowledging that this effort is a work in progress. More work is necessary to identify negative trends or disparities and to develop a concrete list of measures necessary to address them. It is important that Policy 6 includes the equitable sharing of the transportation system's benefits and burdens. We suggest that projects that could contribute towards ensuring benefits are fully shared should be examined in more detail. For instance, the description of the Urban Ring Project on page 4-8 does not include a discussion of the potential for this project to provide extraordinary benefits to areas of the city that have absorbed much of the impacts of other transportation projects. This project will benefit many of the city's minority and low-income populations by providing access to jobs, schools and important services. This project is a clear example of how thoughtful

transportation investments can support sustainable economic growth, dramatically increase ridership and address environmental justice issues.

The Urban Ring transit services extend through a corridor that is filled with underused or vacant sites, made available for new commercial and residential uses by shifts in the regional economy. Many of these sites are environmentally damaged "brownfields." The population of the corridor is also disproportionately poor and minority. Improved transit access will encourage the necessary new public and private investments that can revitalize the social and environmental fabric of the corridor.

Support for bicycle and pedestrian projects is important not only because they are non-polluting modes of transportation but also because they are inexpensive, compared to transit or driving, and accessible to many people. The policies included in the Update are supportive of bike and pedestrian infrastructure but no specifics are included on how these policies will be implemented. For instance, how will this Plan support the goal Chairman Amorello created as MHD Commissioner of establishing a first class bicycle facility within 15 minutes of every household in Massachusetts?

Many more of these trips could be made by bicycle or walking if conditions are conducive to it. The establishment of a numerical target for increasing the mode share of these two forms of transportation would go a long way towards helping implement this goal. We were particularly pleased that the Bicycling and Pedestrian Chapter indicates that in order for bike and pedestrian modes to continue to grow, the recommendations of the related advisory boards need to be implemented; however, there is no indication of which recommendations or how. The Mass Highway Department produced a Pedestrian Plan and a Bicycle Plan with a number of goals and action items for improving cycling and biking conditions in the state. This Update should indicate what elements of these plans will be implemented over the next 25 years in support of the policies.

As mentioned above, current models should be improved and new models introduced so that the bicycle and pedestrian conditions can be factored into the analysis. We understand that Portland, Oregon incorporated bicycling and walking conditions into its regional model as part of its LUTRAQ project.

IV. CLIMATE CHANGE ISSUES

As a long-term plan, this document does not adequately explore what is happening outside the current regulatory environment and assess issues we will be forced to address over the next 25 years. Nowhere is this more apparent than in the failure to mention the issue of climate change. The current scientific consensus is that the warming trend is real, and that some if not all of that warming has been caused by the release of greenhouse gases, such as carbon dioxide and methane, due to human activities. Most scientists also agree that if current trends continue, global temperatures in the next century may increase a further 2 to 6.5 degrees F. These conclusions have been supported by the federal Office of Science and Technology Policy and the Intergovernmental Panel on Climate Change.

More and more companies, public officials, and individuals are recognizing the importance of this issue and the local impacts of climate change. Last August, Governor Swift and the other New England Governor's and Eastern Canadian Premiers agreed to a Climate Change Action Plan. Our Administration is committed to reduce carbon dioxide and greenhouse gas emissions to 1990 levels by 2010, and to 10% below 1990 levels by 2015. Transportation is one of the largest and fastest growing sectors of these emissions.

It is important to discuss climate change in the context of the long-term transportation plan because transportation energy use produces the largest share of the state's greenhouse gas emissions, accounting for more than 35% of total emissions from fossil fuel consumption, and it is the fastest growing sector. The long-range transportation plan should be revised to incorporate this information and indicate how transportation agencies will begin to address it. Specifically, we would like to work with the transportation agencies to develop a target for stabilizing and eventually reducing greenhouse gas emissions from date certain for the transportation and mobile source sector. In the future, CO2 emissions for all transportation projects should be disclosed so that transportation agencies, RPAs, local officials and citizens can factor this information into their decision-making.

This planning is important for two reasons. First, the state will be prepared to respond to federal requirements on climate change and can help set the stage for how these reductions will take place rather than reacting to what is handed down. We can take actions now that are cost effective, consistent with other transportation goals and that reduce our dependency on expensive foreign oil and that generally improve our overall economy and environmental health. Stabilizing greenhouse gas emissions will be a tremendous challenge. The sooner we begin planning, the easier it will be.

Second, understanding the CO2 emissions of transportation decisions is important because it is a good indicator of how efficiently the transportation system will function. Using CO2 emissions as a guide will direct us to projects that provide increased mobility with the minimum increase in the use of fossil fuels demonstrating the real benefits of transit, cycling and walking.

V. MEASURABLE INDICATORS

The Plan should include actual alternatives analyses and analyze, in a meaningful way how they meet the criteria laid out in the policies. Although this Plan Update includes alternative Transportation Networks, it does not show what the different environmental impacts of each alternative. If there was a significant shift in funds from roads to transit, how much would that reduce air pollution, greenhouse gases and stormwater runoff? I believe that this kind of alternatives analysis is essential for informed policy-making.

The Plan should also include quantifiable environmental goals that strive to go beyond compliance with environmental regulations. For instance, our agencies use a number of numerical targets to help us reach long-term goals such as purchasing 200,000 acres of

open space by 2010 or establishing a 70% reduction in solid waste by 2010. These goals need not be in competition with economic growth. Through the plans and approaches used in our SIP, we have been able to make dramatic reductions in air pollution while allowing for significant economic growth. We would like to see targets established for the following:

Measurable Indicators

- a goal of stabilizing, and eventually reducing, greenhouse gas emissions (such as carbon dioxide and methane) from the transportation sector
- a goal of curbing the growth in vehicle miles of travel
- a goal of increasing transit, bike and pedestrian mode share by a significant percentage

Progress towards these goals should subsequently be evaluated and considered when developing Transportation Improvement Programs (TIPs) and updating the long-term plan.

VI. TRANSIT COMMITMENTS

As is mentioned in the Plan, many of the projects are included because they are legal obligations. Many of these legal obligations stem from requirements established as part of the Central Artery/Tunnel Project. A number of transit commitments were required and embodied in the State Implementation Plan for Ozone.

On September 1, 2000 an Administrative Consent Order (ACO) between the Department of Environmental Protection (DEP) and the Executive Office of Transportation and Construction (EOTC), was signed to address changes to the Massachusetts Highway Department's Pre-construction Certification required pursuant to 310 CMR 7.38 (2) and delays and/or substitutions of projects required under 310 CMR 7.36 (the "transit regulations"). To ensure that projects agreed to in the ACO would be funded, Section 4, # 16 of the ACO requires that:

> "EOTC shall include and shall prioritize for funding through its recommendations to the appropriate entities and to the extent allowed by state and federal laws the projects agreed to in this Consent Order in the MBTA Capital Improvement Plan, the current long-term Transportation Plan for the Boston Region or other applicable region, and in the appropriate Transportation Improvement Program."

These projects are reflected in the Transportation Plan as required. In particular, we were pleased to see full funding for the Arborway Restoration. A couple of projects ae not included on the Recommended Projects List because they are funded from outside sources (i.e. TF Green and AITC); however, they are described and funding sources are identified in the appropriate sections.

Silver Line: EOEA understands that the MBTA is seeking federal New Starts funding for Section C (referred to as Transitway 2, Section C in Plan) of the Silver Line that will connect the South Boston Transitway and Washington Street sections to form the Silver

Line, that securing the funding could take several years and that this funding is not guaranteed. For this reason, the following requirements were added to the ACO:

> If federal funding is not secured for Section C by 2005 and if, as a result, the tunnel section will not be completed by 2010, EOTC shall, on a yearly basis for each year that federal funding is not secured for Section C, undertake other urban transportation investments and enhancements which would not otherwise have occurred until a later date. These investments and enhancements may be chosen from, but are not necessarily limited to, the projects in MBTA's finance plan. Expenditures on these transportation enhancements and investments shall be equal to the required state match (at a minimum 20% of total project costs) for the Silver Line project. The list of transportation enhancements and investments planned for implementation shall be included in the status report required for Section C of the Silver Line.
>
> If federal funding is not secured for Section C by 2008 and if, as a result, EOTC determines that the tunnel section will not be completed by 2010 or thereafter, EOTC shall, after convening a public process, commit the required state match for this towards the implementation of new, urban transportation investments and enhancements that will add capacity to the system and/or improve service over and above the targets in the current Service Plan. In light of the significant comment received about access to development on the South Boston Waterfront, priority should be given to urban projects that enhance access to the South Boston Waterfront from the Washington Street Corridor. These funds cannot be applied to other projects required by this Consent Order, 310 CMR 7.36 or 310 CMR 7.38.

The Transportation Plan should reflect this commitment to ensure that funds that otherwise would have been spent on this project are invested in the urban core. An appropriate place to incorporate this information would be on page 174, third paragraph. In addition, suggestions about which types of projects could be accelerated or substituted for Section C should be included.

VII. Response to Comments

We recommend the MPO include a Response to Comments section in the final plan. This will ensure that individuals and organizations that provided comments and suggestions know whether they were incorporated and, if not, why they were not incorporated. This acknowledgement is important as the MPO strives to improve the public participation in this process.

Finally, we recommend additional graphics be included in the final. In particular, a map of the recommended transportation network should be included to provide a sense of overall project locations and how they relate to the existing transportation system.

Public Comments and MPO Responses From Winter 2002 Outreach

Commenter:	New Ecology, Inc., Cambridge, (February 28, 2002)
Type of Comments:	Project Specific
Abstract of Comments:	The MPO should include the Assembly Square Orange Line Station and the Green Line extension to Medford Hillside with a stop at Union Square in the Plan. The Urban Ring project should include more funding for the expansion of pedestrian paths and regional bikeways. The Mystic Avenue/I-93 intersection project should be included in a Route 28 corridor study considering issues from the Mystic River to the Charles River, including the Fellsway, McGrath and O'Brien. The plan currently under consideration will not solve the problems. The full funding of the Orange Line station at Assembly Square and the approval of the re-examination of the Route 28 corridor should be in place prior to including the Mystic Avenue/I-93 improvements project.
MPO Response:	The MBTA supports the Assembly Square Orange Line Station and is actively working with the City of Somerville to identify possible funding sources including innovative financing under the Transportation Infrastructure Finance and Innovation Act (TIFIA) program. This project is included in the recommended list of projects for the 2000-2025 Transportation Plan Update. The 2000-2025 Transportation Plan Update includes the Green Line extension to Medford Hillside. A station in Union Square is included in the Universe of Projects, a list of all projects that were considered for inclusion in the Plan. The MBTA is currently working to update its Program for Mass Transportation (PMT). The PMT serves as the MBTA's long-range capital improvement program but it is unconstrained from a financial perspective. The analysis of projects for the PMT will influence both future RTPs as well as the MBTA five-year capital program. In addition, the MPO anticipates that the Unified Planning Work Program will have a study to consider the alignment of the Green Line Extension. Phase I of the Urban Ring project is included in the recommended list of projects included in the 2000-2025 Regional Transportation Plan Update and assumes 80% of the necessary funding will be provided through a congressional earmark in the § 5309 Bus Program. Phases 2 and 3 are included as an illustrative project. An illustrative project is not in the recommended plan because there is not now sufficient revenue to fund it. However, if funds become available, they may be included in a future update of the Plan. The I-93/Mystic Avenue interchange project is included in the recommended list of projects in the Plan Update. The Regional Transportation Plan does not address the need for specific planning studies such as the re-examination of the Route 28 corridor. Such studies are more appropriately considered during the development of the MPO's annual Unified Planning Work Program, which occurs in the Spring and Summer. This request will be considered during the UPWP process.

NEW ECOLOGY INC.

Environmental Protection and Economic Development in Urban Communities

VIA FACSIMILE: 617-973-8855
28 February 2002

Ms. Anne McGahan
Central Transportation Planning Staff
10 Park Plaza, Suite 2150
Boston, MA. 02116

Re: Comments to the "Boston MPO Transportation Plan 2000-2005"

Dear Ms. McGahan,

I am writing to submit comments on the Draft "Boston MPO Transportation Plan 2000-2005." My comments refer primarily to the Somerville area.

1) I strongly support the inclusion of the Assembly Square Orange Line Station in the list of recommended projects in the plan. The Orange Line T-stop will encourage dense, transit-oriented, mixed-use development at Assembly Square in Somerville, one of the most regionally significant developable sites in the Metro-Boston region. This transit-oriented development is of a type that will add important numbers of jobs, taxes and public open space to the long term environmental and economic benefit of the Somerville community and our metropolitan neighbors. It will also help minimize additional automobile trips to the already-congested Rt. 28 and I-93 intersections and other congested roadways in this area. This Orange Line stop must be prioritized to be constructed sooner than it is currently planned, to help unlock the transit-oriented development potential at Assembly Square.

2) I strongly urge you to include the diversion of the planned Green Line extension ("Meford Hillside Green Line (Boston, Medford, Somerville) to include a stop in Union Square in Somerville. Somerville has billions of dollars worth of rail and subway transit infrastructure passing through it, but has only one station serving the City at Davis Square. Union Square is a very dense residential and commercial center that would enable a high ridership level if provided with a T-stop.

3) I am pleased that the Plan supports the Urban Ring project, but I would like to see more funding for the expansion of pedestrian paths and regional bikeways.

4) The Mystic Ave. (Route 28)/I93 intersection was recently removed from the recommended project list and many are lobbying for it to be reinstated. It is crucial that this intersection be re-designed and improved to minimize hazardous conditions it currently presents.

However, the Rt. 28 Corridor AS A WHOLE needs to be re-studied and re-designed from the Mystic River to the Charles River - including parts of the Fellsway, McGrath and O'Brien.

The Vollmer Study (July 7, 1993) for the Route 28/38 intersection improvements produced a Preferred Alternative that is now again proposed to be included within the Boston MPO Transportation Plan. It does not solve any of the problems faced at the intersection, in fact it appears to worsen the hazards directs traffic into the back of the current Assembly Square Mall building, where the proposed Home Depot has planned for its truck docks. The new entry of McGrath into Assembly Square is a good idea if it can be re-oriented to provide a direct local connection along Foley Street to a new Assembly Square Orange Line T-stop. Most of the other design features within the Preferred Alternative are problematic and the City of Somerville has conceded that a complete re-design is necessary.

After considering the levels of traffic now expected to be added to the local Route 28 Corridor (by 11 new development proposals, four of which are big box proposals in Somerville) and the congestion levels already suffered, IT WOULD BE IRRESPONSIBLE AND UNCONSCIONABLE TO ASK FOR INCLUSION OF THE ROUTE 28/38 INTERSECTION IMPROVEMENTS IN THE RTP UNLESS WE CAN BE ASSURED WITHIN THE MPO PLAN THAT A FULLY FUNDED ORANGE LINE T-STOP AT ASSEMBLY SQUARE AND A COMPLETE COMMUNITY ORIENTED RE-STUDY AND RE-DESIGN OF THE LOCAL ROUTE 28 CORRIDOR WILL COME FIRST.

I would strongly suggest that the MPO and the CTP Staff review (if they have not already) the 1972 study by Justin Gray Associates entitled *I93 Somerville Corridor Study Recommendations*, which predicted serious violations of the Federal and State air quality standards if I93 were built. I93 was built and these violations were never mitigated.

Somerville, especially East Somerville, deserves better this time around. To summarize, I urge you to support the immediate funding of an Assembly Square Orange Line Station, the diversion of the planned Green line extension to include a Union Square Green Line Station, and funding for the Urban Ring. The I93/Mystic Ave (Rt. 28) Interchange project should be reinstated into the Plan recommended project list ONLY if it is re-designed and this re-design includes a public input process, AND if 1) the design and construction of these improvements are studied in the context of a review of traffic conditions along the Rt. 28 corridor considering the 11 new large projects planned or approved from the North Station in Boston to Telecom City in Malden, and 2) any improvements to this intersection are completed AFTER an Assembly Square Orange Line Station is up and running.

Thank you very much for your time and consideration.

Sincerely,

Kit Perkins

Kit Perkins, Vice President
New Ecology, Inc.
East Cambridge, MA

Public Comments and MPO Responses From Winter 2002 Outreach

Commenter:	Senator Charles Shannon; Representative Vincent P. Ciampa; Representative Timothy Toomey, (February 5, 2002)
Type of Comments:	Project Specific
Abstract of Comments:	The Transportation Planning and Programming Committee should include the I-93/Mystic Avenue Interchange project in the Regional Transportation Plan. The project is essential for public safety and economic revitalization for the City of Somerville. They cited safety issues and noted that 380 traffic accidents occurred between 1995 and 1998. It is one of the most dangerous intersections in the Commonwealth. These accidents result in injuries and property damage. The interchange would have the following benefits: • Reducing congestion. Approximately 130,000 people passing through the intersection daily will benefit from the interchange improvements • Creating a better connection to Assembly Square and better bicycle and pedestrian connections • Readiness. The project is more developed than many projects in the Plan Update • Component of intermodal transportation facilities planned for Assembly Square • Catalyst for economic redevelopment in the area.
MPO Response:	The I-93/Mystic Avenue interchange project is included in the recommended list of projects in the 2000-2025 Transportation Plan Update.

The Commonwealth of Massachusetts
House of Representatives
State House, Boston 02133-1054

FEB -5 2002

February 4, 2002

Mr. Dennis Dizoglio, Chair
Transportation Planning and Programming Committee
c/o Anne McGahn
Central Transportation Planning Staff
State Transportation Building
10 Park Plaza #2150
Boston, MA 02116

Dear Mr. Dizoglio:

As members of the Somerville delegation to the State House we are requesting that the Transportation Planning and Programming Committee restore the I-93/Mystic Avenue Interchange project to the Regional Transportation Plan. The redesign of the interchange is essential to public safety and the economic revitalization of this area of the City of Somerville.

Upgrading of the I-93 Mystic Avenue interchange is critical to the future safety of the regional transportation system. Multiple weaves and short ramps result in property damage and injuries at one of the highest rates in the state. In the years 1995 to 1998 there were 380 accidents in this location, an average of one every three days. Of those accidents, 216 involved property damage. Over that period, MassHighway identified only three locations more dangerous. One of those three is included in the Regional Transportation Plan (I-93/95 interchange), and another is undergoing redesign as part of the Central Artery/Tunnel Project (Leverett Circle). Without major improvements, we fear that many more people may be injured or killed in future accidents.

This project also plays an important role in congestion management. Ramps in the I-93/Mystic Avenue intersection were identified in the 2000 *Congestion Management Systems Report* as having "roadway mobility problems." Improvements to the interchange will benefit the 130,000 people who travel through it every day, most of whom are regional travelers from the northern suburbs.

In 1994, consultants for the Massachusetts Highway Department developed four alternatives for this interchange and selected a preference design. The preferred design included a new surface-level connection between East Somerville and Assembly Square area to improve local access and allow better bicycle and pedestrian connections. It also simplified the interchange so that people traveling to the Assembly Square district would be better able to find their way. The Assembly Square Transportation Plan currently under development for the City of Somerville will examine the 1994

design and suggest changes based on current conditions. The project is farther along than may other projects proposed in the Regional Transportation Plan.

The project is a key element of the intermodal transportation system outlined for the redevelopment of the Assembly Square District in the Assembly Square Planning Study. The study outlined several transportation improvements that were important to the redevelopment of this district including a new "Main Street and a new Orange Line MBTA station stated that, "it will be necessary to fully address the deficiencies of the existing I-93" interchange in the next 20 years.

We remain steadfast in our commitment to the revitalization of this area. Our support of the interchange project is in no way intended to diminish our support of future transportation development plans, including a new MBTA Orange Line station. However, at this time we are simply asking the Transportation Planning and Programming Committee to restore the funding for the interchange project.

Thank you for your consideration of this request. We look forward to your continued involvement as Regional Transportation Plan is finalized.

Sincerely,

Charles E. Shannon

CHARLES SHANNON
SENATOR
2ND MIDDLESEX

Vincent P. Ciampa

VINCENT P. CIAMPA
REPRESENTATIVE
37TH MIDDLESEX

Timothy J. Toomey, Jr.

TIMOTHY TOOMEY
REPRESENTATIVE
29TH MIDDLESEX

Public Comments and MPO Responses From Winter 2002 Outreach

Commenter:	City of Somerville (January 9, 2002)
Type of Comments:	Policy & Project Specific
Abstract of Comments:	Mayor Kelly Gay commented that the city is deeply disappointed that the I-93/Mystic Avenue Interchange project was not included in the draft Plan Update, even though it had been listed in all project sets modeled. She asks that the Transportation Planning and Programming Committee include the project in the Regional Transportation Plan. Mayor Kelly Gay cites three main reasons to include the project: • Safety: It is among the top ten most dangerous interchanges in the commonwealth, and is the fourth highest intersection on the list of the top 1000 accident locations. There is weaving and sudden stopping. Accidents cause personal injury and death, property damage and delays. • Community and Economic Development: The redevelopment of the Assembly Square district is a major goal of the city. The area has the potential to host thousands of new jobs and millions of dollars in private development. • Regional Planning: The difficulties at the interchange have regional impacts, including delays, accidents, air quality impacts, increased commuting time, and financial impacts.
MPO Response:	The I-93/Mystic Avenue interchange project is included in the recommended list of projects in the 2000-2025 Transportation Plan Update.

CITY OF SOMERVILLE, MASSACHUSETTS
DOROTHY A. KELLY GAY
MAYOR

HEATHER E. ROWE
ADMINISTRATIVE ASSISTANT

CATHLEEN B. O'DEA
ADMINISTRATIVE ASSISTANT

Mr. Dennis DiZoglio
Chair, Transportation Planning and Programming Committee
C/o Anne McGahan
Central Transportation Planning Staff
State Transportation Building
10 Park Plaza #2150
Boston, MA 02116

January 9, 2002

Re: Regional Transportation Plan 2002 Update

Dear Mr. DiZoglio:

I am writing to express my deep disappointment that the I-93/Mystic Avenue Interchange project was removed from the Regional Transportation Plan. As you know, this critical regional transportation project was removed at a meeting of the Transportation Planning and Programming Committee on December 20, 2001, despite the fact that it had been listed in *every possible alternative scenario* for the Regional Transportation Plan prior to that date.

These long overdue improvements to the I-93/Mystic Avenue interchange are critical to public safety and future capacity, not just for the City of Somerville, but also for the region as a whole. I have outlined below three major reasons why this project should be restored to the draft Regional Transportation Plan:

1. Safety: The weaves and sudden stops at this interchange make it one of the most dangerous in the Commonwealth of Massachusetts. This interchange has consistently been rated as one of the top ten most dangerous in the Commonwealth of Massachusetts. According to the latest MassHighway data, it is the fourth highest intersection on the list of the top1000 accident locations. These accidents not only cause property damage and delays; they also cause personal injury and death. There have been 163 injuries at this intersection in the last three years. In light of these serious public safety issues, I believe it is unconscionable to remove this interchange from the Regional Transportation Plan.

2. **Community & Economic Development**: Redevelopment of Somerville's Assembly Square district is a major goal of my administration. This district has the potential to generate thousands of new jobs and millions of dollars in private investment. Redevelopment of Assembly Square is consistent with regional objectives to reduce sprawl and encourage "smart growth". Under my direction, the City of Somerville completed a planning study outlining a strategic plan for sound redevelopment of the district as a mixed-use urban village. A major finding of that study is that significant improvements to the I-93/Mystic Avenue interchange are essential to achieve the full development potential of the Assembly Square district;

3. **Regional Planning**: Somerville is not the only municipality affected by the problems at this intersection. Anyone who travels from north of Boston into downtown can experience delays and/or accidents at this location. Currently the average daily traffic on I-93 through this interchange is approximately 133,000 vehicles. This intersection was identified in the 2000 *Congestion Management System Report* as having "roadway mobility problems." These problems contribute to poor air quality and increase commute times, resulting in a financial loss to the region. Sound regional planning calls for improvements to this interchange for the benefit of the thousands of people who travel through it every day.

I respectfully request that you and the members of the Transportation Planning and Programming Committee restore this project to the Regional Transportation Plan. Thank you for your attention.

Sincerely,

Dorothy A. Kelly Gay

Dorothy A. Kelly Gay
Mayor

cc: TPPC Members
Congressman Michael A. Capuano
Senator Thomas Birmingham
Senator Charles Shannon
Representative Timothy Toomey, Jr.
Representative Patricia Jehlen
Representative Vincent Ciampa
City of Somerville Board of Aldermen
Stephen M. Post, City of Somerville, OHCD
Todd Blake, City of Somerville, Traffic & Parking

Public Comments and MPO Responses From Winter 2002 Outreach

Commenter:	State Representative Patricia Jehlen (February 6, 2002)
Type of Comments:	Project Specific
Abstract of Comments:	The MPO should allocate full funding for the Assembly Square Orange Line Station and the I-93/Mystic Avenue Interchange. She believes that the Orange Line improvements should precede the roadway improvements. The funding currently identified is inadequate. There are many reasons for the MPO to give priority to these projects: Somerville is poorly-served by transit, even though the community has been disrupted by seven rail rights-of-way; MBTA service is inadequate and the city is over-assessed for the service it receives; the city and its development are negatively impacted by traffic, much of which is from outside the community. The Assembly Square redevelopment is key to Somerville's (and the region's) economic future. The development is consistent with MPO policies 1,3,4,5,7, and 10. It has the potential to provide economic opportunities for the city's low-income and minority neighborhoods. The I-93 Mystic Avenue improvements should be implemented subsequent to construction of the station. The project will address serious safety and access issues, including better local, bicycle, and pedestrian access.
MPO Response:	The MBTA supports the Assembly Square Orange Line Station and is actively working with the City of Somerville to identify possible funding sources including innovative financing under the Transportation Infrastructure Finance and Innovation Act (TIFIA) program. This project is included in the recommended list of projects for the 2000-2025 Transportation Plan Update. The I-93/Mystic Avenue interchange project is included in the recommended list of projects in the 2000-2025 Transportation Plan Update.

The Commonwealth of Massachusetts

HOUSE OF REPRESENTATIVES
STATE HOUSE, BOSTON 02133-1054

PATRICIA JEHLEN
30TH MIDDLESEX DISTRICT
ROOM 275, STATE HOUSE
OFFICE TEL. (617) 722-2676
FAX (617) 722-2048
E-Mail: Rep.PatriciaJehlen@hou.state.ma.us

FEB 12 2002

67 DANE STREET
SOMERVILLE, MA 02143
HOME TEL. (617) 666-9479

ADMINISTRATIVE ASSISTANT
ALICIA BARMON

February 6, 2002

Mr. Dennis Dizoglio, Chair
Transportation Planning and Programming Committee
c/o Anne McGahn
Central Transportation Planning Staff
State Transportation Building
10 Park Plaza #2150
Boston, MA 02116

Dear Mr. Dizoglio:

I request that the Transportation Planning and Programming Committee ensure full funding required by two items that are, or until recently were, in the Regional Transportation Plan: the Assembly Square Orange Line Station and the I-93/Mystic Avenue Interchange.

In accordance with the Cecil Plan as well as sound planning principles, I believe that construction of an Orange Line Station should precede road improvements.

The amount currently budgeted for the Orange Line station ($5 million) is grossly inadequate. I suspect that your staff would estimate the costs at $30 to $50 million.

Somerville has long been slighted with regard to transportation infrastructure. Seven rail lines cut through our neighborhoods, but Somerville has only one station. Citizens encountered detours for years, waiting for the bridges above these lines to be repaired.

Boston and Cambridge's MBTA fees amount to a little less than a million dollars per T station. Somerville's is four times that amount. For over three decades, a Green Line extension to Union Square has always been just ten years away. Traffic through that Square, much from outside the city, stalls its redevelopment and undermines its economic vitality.

The redevelopment of Assembly Square has the potential to transform the City of Somerville's fiscal condition and solve what will be the primary obstacle to regional economic growth in the next economic cycle.

Assembly Square is the single most underutilized 150-acre sit in Greater Boston. It boasts $6 billion of transportation infrastructures, including the Orange Line, three commuter lines, I-93, and Route 28. It is Massachusetts' best opportunity for the "smart growth" that is an objective or necessary ingredient of Policies 1,3,4,5,7 and 10.

Assembly Square land is no more expensive than that along the 128 corridor. Yet locating development in Assembly Square, as opposed to 128, would save 75 million vehicle miles per year. It could bring real economic opportunity to East Somerville, the city's poorest, most polluted, and least white neighborhood.

Achieving these goals requires both of the investments that I advocate. It also requires that they take place in the order that I suggest. The Cecil Plan calls for the construction of the Orange Line stop in Phase One, during the next five years, and the I-93 improvements in Phase Two, during the next 20 years.

Early construction of an Orange Line Station will support the creation of a high-density, transit-related, job-producing, urban neighborhood. Constructing the road improvements first will support the creation of suburban-style big-box-retail development, which will force Class A office developments to the outer suburbs and eventually require much greater investments in transportation infrastructure, on both a nominal-dollar and net-present-value basis.

[Developed as urban mixed-use, Assembly Square would generate 40 times the construction jobs, 30 times the tax revenues, and 20 times the permanent jobs as it would developed as big-box retail stores. The latter would squander the $6 billion in transportation infrastructure that is the site's strongest asset.]

Although the I-93/Mystic Avenue improvements should follow the Orange Line Station construction in time, they are as important to the long-term success of Assembly Square redevelopment and the regional transportation system.

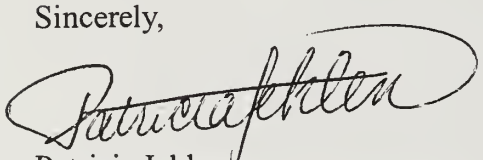
In the years 1995 to 1998 MassHighway identified only three locations more dangerous. One of those three is included in the Regional Transportation Plan (I-93/95 interchange), and another is undergoing redesign as part of the Central Artery Tunnel Project (Leverett Circle). The 2000 Congestion Management Systems Report identified ramps in the I-93/Mystic Avenue intersection as having "roadway mobility problems."

In 1994, consultants for the Massachusetts Highway Department developed four alternatives for this interchange and selected a preferred design. This design included a new surface-level connection between East Somerville and Assembly Square area to improve local access and allow better bicycle and pedestrian connections. It also simplified the interchange so that people traveling to the Assembly Square district would

be better able to find their way. The Assembly Square Transportation Plan currently under development for the City of Somerville will examine the 1994 design and suggest changes based on current conditions. The project is farther along than many other projects proposed in the Regional Transportation Plan.

Thank you for your consideration of this request. I eagerly anticipate finalization of the Regional Transportation Plan.

Sincerely,



Patricia Jehlen
STATE REPRESENTATIVE

Public Comments and MPO Responses From Winter 2002 Outreach

Commenter:	Mark Lyons, Resident of Somerville (February 5, 2002, and February 22, 2002)
Type of Comments:	Project Specific
Abstract of Comments:	The MPO should look closely at environmental impacts for a project or set of projects within a local context. He understands that individual projects have more of a local impact than a regional one, and he would like to see what they are. He discussed potential design and construction complications for the Medford Hillside Green Line Extension (tunneling under Prospect Hill) and proposed an alternative solution. This approach would branch the Green Line, with one spur terminating at Medford Hillside and the other using the Fitchburg commuter rail right-of-way to Porter Square, with a stop at Union Square. He said that this would allow connections with commuter rail and the Red Line. Make the Route 28/38/I-93 Interchange Project part of a Route 28 (Leverett Circle to Wellington Circle) corridor study. There are a number of projects in the corridor that should be coordinated to allow a comprehensive approach and to improve funding potential. Improved signals and signing could be beneficial in the near-term, until a full study is completed.
MPO Response:	The environmental impacts of projects are addressed during the design and review phase for each project. The Transportation Plan looks at the impacts on a regional level. The 2000-2025 Transportation Plan Update includes the Green Line extension to Medford Hillside. Variations to the currently proposed alignment are included in the Universe of Projects, a list of all projects that were considered for inclusion in the Plan. The MBTA is currently working to update its Program for Mass Transportation (PMT). The PMT serves as the MBTA's long-range capital improvement program but it is unconstrained from a financial perspective. The analysis of projects for the PMT will influence both future RTPs as well as the MBTA five-year capital program. In addition, the MPO anticipates that the Unified Planning Work Program will have a study to consider the alignment of the Green Line Extension. The I-93/Mystic Avenue interchange project is included in the recommended list of projects in the 2000-2025 Transportation Plan Update. The Regional Transportation Plan does not address the need for specific corridor planning studies. Such studies are more appropriately considered during the development of the MPO's annual Unified Planning Work Program, which occurs in the Spring and Summer or through the Congestion Management System program. This request will be considered during the UPWP process.

PLAN UPDATE → *PLEASE SHARE YOUR COMMENTS AND IDEAS*

ON THE

MPO REGIONAL TRANSPORTATION PLAN
PLAN UPDATE

Is there any intention, in the future, of getting more granular with environmental impact studies, such that individual projects (or a group of projects in a limited area) can be evaluated within a local context? Given the inability of individual projects to impact the region as a whole, it seems a dis-service to the communities in the region not to perform a meaningful analysis.

Please add my name to the mailing list.
(Please provide your complete address.)

Name MARK LYONS

Address 38 Oxford St # 2 Somerville MA 02143

E-mail mark67.geo@yahoo.com

2/5/02

Please Return to:
CTPS
Room 2150, Attn: Anne McGahan
10 Park Plaza
Boston, MA 02116

Anne McGahan

From: "Karl Quackenbush" <karlq@ctps.org>
To: "*Anne" <mcgahan@ctps.org>
Sent: Monday, February 25, 2002 4:26 PM
Subject: Fw: MPO Web Site Contact Form

Although the author of this note does not say so, it sounds as if this ought to be considered as public input to the RTP. Do you agree?

Karl
----- Original Message -----
From: <aloha_marcus@yahoo.com>
To: <karlq@ctps.org>
Sent: Friday, February 22, 2002 1:32 PM
Subject: MPO Web Site Contact Form

> Below is the result of your feedback form. It was submitted by
> (aloha_marcus@yahoo.com) on Friday, February 22, 2002 at 13:32:20
> ----------
-
>
> First_Name: Mark
>
> Last_Name: Lyons
>
> Street_Address: 38 Oxford Street
>
> Apt.: #2
>
> City_Town: Somerville
>
> State: MA
>
> Zip: 02143
>
> Country: USA
>
> Organization: Mystic View Task Force
>
> Message_Text: Re: Medford Hillside Greenline Extension
> It seems that this project is complicated by the fact that to reach both Medford Hillside(Tufts) and Union Square in Somerville, substantive tunneling would be required under Prospect Hill to rejoin the right-of-way of the Lowell Commuter Line.
> One alternative worth considering is to branch the Green Line--one spur would terminate at Medford Hillside, the other could use the right-of-way from the Fitchburg Commuter Line to stop at Union Square and terminate at Porter Square, allowing intermodal connections to the existing Red Line and Rail stops.
> Properly planned, this 'spur version' of the project could also stimulate

commercial redevelopment of Somerville Avenue.
>
> Re: Route 28/38/I-93 Interchange Project
> As articulated in a presentation to the MPO in the meeting of 2/14, this project should be reconsidered as part of a broader corridor study, looking at Rt. 28 from Leverett Circle to Wellington Circle. The number and scope of projects in various stages of permitting, planning and development along this corridor, and the existing level of service, make it imperative that a regional approach be taken.
> While no one disputes the level of service and safety issues of the existing interchange, piecemeal redevelopment will only move many of the problems and limit the liklihood of future funding. Instead of substantive capital outlays, the potential of improved signal technology and better signage to address safety issues should be suggested as a potential short term, cost effective step until a full corridor study can be implemented.
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Public Comments and MPO Responses From Winter 2002 Outreach

Commenter:	Jeanne M. Martin, Resident of Medford (February 19, 2002)
Type of Comments:	Project Specific
Abstract of Comments:	The attendees of the Somerville workshop feel that construction of an MBTA station at Assembly Square is the top priority and she supports the station. A Tech Park would be good for the area. Extend the Green Line to Medford Hillside with a station at Union Square.
MPO Response:	The MBTA supports the Assembly Square Orange Line Station and is actively working with the City of Somerville to identify possible funding sources including innovative financing under the Transportation Infrastructure Finance and Innovation Act (TIFIA) program. This project is included in the recommended list of projects in the 2000-2025 Transportation Plan Update. The 2000-2025 Transportation Plan Update includes the Green Line extension to Medford Hillside. A station in Union Square is included in the Universe of Projects, a list of all projects that were considered for inclusion in the Plan. The MBTA is currently working to update its Program for Mass Transportation (PMT). The PMT serves as the MBTA's long-range capital improvement program but it is unconstrained from a financial perspective. The analysis of projects for the PMT will influence both future RTPs as well as the MBTA five-year capital program. In addition, the MPO anticipates that the Unified Planning Work Program will have a study to consider the alignment of the Green Line Extension.

PLAN UPDATE → *PLEASE SHARE YOUR COMMENTS AND IDEAS*

ON THE

MPO REGIONAL TRANSPORTATION PLAN

PLAN UPDATE

I am a Medford Resident and attended the public forum in Somerville. It was clear to me that a T stop at Assembly Square was there top priority. I am in support of this project. A Tech Park at that site would benefit this area (144 acres) much better than another mega store. I was a home health aide in Somerville for a year (mid 90's) and can verify the dense population and the lack of parking space for this community they need the T stops including the green line extension project. Union Sq should also have a T stop.

Jeanne Martin

Please add my name to the mailing list.
(Please provide your complete address.)

Name Jeanne M. Martin

Address 10 Cummings Street. Medford Ma

E-mail

Please Return to:
CTPS
Room 2150, Attn: Anne McGahan
10 Park Plaza
Boston, MA 02116

FEB 19 2002

Public Comments and MPO Responses From Winter 2002 Outreach

Commenter:	Amanda Dickerson, Resident of Somerville, (February 13, 2002) Diana Tatz, Resident of Somerville (February 13, 2002) Sharon Tener, Resident of Somerville (February 19, 2002) Rebecca Koepnick, Resident of Somerville (February 19, 2002) Kathleen Wick, Resident of Somerville (February 22, 2002) Jennifer Dorsen, Resident of Somerville (February, 2002) Emily Arwen Mott, Resident of Somerville (February 15, 2002)
Type of Comments:	Project Specific
Abstract of Comments:	Each submitted the same form letter. They fully support the construction of the Orange Line station at Assembly Square and in keeping some areas of Somerville pedestrian-friendly with minimized traffic. For several key reasons Assembly Square Station should be included in the Plan Update: virtual by total community support; the station's potential to trigger economic development for the region; the environmental benefits from increased transit use and pedestrian activity; and its role in stimulating transit-oriented development and minimizing large increases in automobile traffic. Construction of the station would repair some of the impacts of the past highway construction through the community, provide deserved transit service and improve the quality of life in the surrounding neighborhoods.
MPO Response:	The MBTA supports the Assembly Square Orange Line Station and is actively working with the City of Somerville to identify possible funding sources including innovative financing under the Transportation Infrastructure Finance and Innovation Act (TIFIA) program. This project is included in the recommended list of projects for the 2000-2025 Transportation Plan Update.

Central Transportation Planning Staff
Attn: Anne McGahan
10 Park Plaza, Room 2150
Boston, MA 02116

FEB 19 2002

February 13, 2002

To the Central Transportation Planning Staff,

I would like to submit comments about the most recent MPO Regional Transportation Plan for your review and consideration, especially the need for a T stop at Assembly Square in Sommerville.

1. **Everyone in Somerville supports an Assembly Square T Stop**. It would allow for growth in the region without the negative impacts of traffic. Therefore, city government, citizens, and developers are all working together to ensure that the T stop is built.

2. **An Assembly Square T stop would have an enormous positive impact on the community of Somerville.** Since after World War II, regional transportation improvements have favored highway development. This change has created unfair burdens to the city ecologically and economically that can be addressed through more subway stops in the area. One Interstate highway, and four state highways divide the traffic patterns and create an unfair traffic burden compared to other cities who are able to reap the benefits of development. By building the Assembly Square T stop we would have a chance to improve some of this damage and restore equity to the public transportation system regionally.

3. **Building an Assembly Square T stop contributes is ecologically sound.** Somerville - especially east Somerville and Assembly Square - need improved pedestrian and transit access for the proposed development in the area. A T stop would reduce the number of cars that could result from the proposed development, and therefore have a positive impact on air quality, water quality (from reduced need for surface parking lots) and quality of life for the surrounding neighborhoods.

4. **NOT building the Assembly Square T stop would lead to disastrous traffic increases.** There are currently at least five "Big Box" stores eager to come to Assembly Square area, with a combined traffic impact of over 50,000 cars per day! The addition of a T stop to the area would set the tone for alternative development proposals, so that the surrounding neighborhoods and the city as a whole will not be overrun by this monstrous influx of traffic.

5. **Now is the time for a T stop in Assembly Square**. This T stop will influence many upcoming development decisions and the addition of a T stop will allow the region to grow in a healthy, sustainable way far into the future. The citizens, the city government and business leaders support this move now and the research supports the economic, social and ecological benefits of a new T stop in Assembly Square.

Thank you joining us to recommend an Assembly Square T stop for the city of Somerville.

Sincerely,

Amanda Dickerson
53 Hawthorne St.
Somerville, MA 02144

Central Transportation Planning Staff
Attn: Anne McGahan
10 Park Plaza, Room 2150
Boston, MA 02116

FEB 20 2002

February 13, 2002

To the Central Transportation Planning Staff,

I have been living in Somerville for 13 years. I feel that Somerville is a city with so much going for it, and so much potential. I would like to submit comments about the most recent MPO Regional Transportation Plan for your review and consideration, and express my belief in the need for a T stop at Assembly Square.

1. **Everyone in Somerville supports an Assembly Square T Stop**. Because it would allow for growth in the region without the negative impacts of car-based traffic. City government, citizens and developers are all working together to ensure that the T stop is built and that local growth takes advantage of it.

2. **An Assembly Square T stop would have an enormous positive impact on the entire region unlike any other**. Somerville used to have superb public transportation but since World War II, regional transportation improvements have favored highway development. This change has created unfair burdens to the city ecologically and economically that can be addressed through an Assembly Square T stop. Five commuter rail lines, three T lines, use our city, stopping near our city boundaries, with only one stop within the city (Davis Sq - Red Line) In addition one Interstate highway, and four state highways divide the traffic patterns and create an unfair traffic pattern compared to other cities who are able to reap the benefits of development. By building the Assembly Square T stop we would have a chance to improve some of this damage and restore equity to the public transportation system regionally.

3. **Building an Assembly Square T stop contributes to growth while being ecologically sound.** Somerville - especially east Somerville and Assembly Square - need improved pedestrian and transit access for the proposed development. A T stop would reduce the number of cars, and therefor have a positive impact on air quality, water quality (from reduced need for surface parking lots) and quality of life for the surrounding neighborhoods.

4. **NOT building the Assembly Square T stop would lead to disastrous traffic increases.** There are currently at least five "Big Box" stores eager to come to Assembly Square area, with a combined traffic impact of over 50,000 cars per day. With a T stop in place, alternative development proposals would set the tone, so that the neighborhoods, the city and the visitors to Assembly Square can have a positive experience.

Now is the time for a T stop in Assembly Square. The citizens, the city government

and business leaders support it, the research supports the economic, social and ecological benefits and it would unlock the potential for the region to grow in healthy, sustainable, long-term ways.

Thank you for joining us to recommend an Assembly Square T stop for the city of Somerville.

Sincerely,

Diana L. Tatz
30 Chandler St. #2

Central Transportation Planning Staff
Attn: Anne McGahan
10 Park Plaza, Room 2150
Boston, MA 02116

FEB 20 2002

February 19, 2002

To the Central Transportation Planning Staff,

My name is Sharon Tener and I am resident of Somerville. I also teach in Somerville and have a vested interest in maintaining areas of the city that are pedestrian-friendly and less clogged with traffic. I am writing to express my full support for the addition of a T stop at Assembly Square.

1. **Everyone in Somerville supports an Assembly Square T Stop**. Because it would allow for growth in the region without the negative impacts of car-based traffic. City government, citizens and developers are all working together to ensure that the T stop is built and that local growth takes advantage of it.

2. **An Assembly Square T stop would have an enormous positive impact on the entire region unlike any other**. Somerville used to have superb public transportation and since after World War II, regional transportation improvements have favored highway development. This change has created unfair burdens to the city ecologically and economically that can be addressed through an Assembly Square T stop. Five commuter rail lines, three T lines, use our city, stopping near our city boundaries, with only one stop within the city (Davis Sq – Red Line) In addition one Interstate highway, and four state highways divide the traffic patters and create an unfair traffic patter compared to other cities who are able to reap the benefits of development. By building the Assembly Square T stop we would have a chance to improve some of this damage and restore equity to the public transportation system regionally.

3. **Building an Assembly Square T stop contributes to growth while being ecologically sound.** Somerville - especially east Somerville and Assembly Square - need improved pedestrian and transit access for the proposed development. A T stop would reduce the number of cars, and therefor have a positive impact on air quality, water quality (from reduced need for surface parking lots) and quality of life for the surrounding neighborhoods.

4. **NOT building the Assembly Square T stop would lead to disastrous traffic increases.** There are currently at least five "Big Box" stores eager to come to Assembly Square area, with a combined traffic impact of over 50,000 cars per day. With a T stop in place, alternative development proposals would set the tone, so that the neighborhoods, the city and the visitors to Assembly Square can have a positive experience.

Now is the time for a T stop in Assembly Square. The citizens, the city government and business leaders support it, the research supports the economic, social and ecological benefits and it would unlock the potential for the region to grow in healthy, sustainable, long-term ways. Thank you joining us to recommend an Assembly Square T stop for the city of Somerville.

Sincerely,

Sharon Tener
22 Kidder Ave. Apt. 1 Somerville, MA 02144

Central Transportation Planning Staff
Attn: Anne McGahan
10 Park Plaza, Room 2150
Boston, MA 02116

FEB 21 2002

February 19, 2002

To the Central Transportation Planning Staff,

I am writing to encourage you to support the construction of a T stop at Assembly Square and also to develop that area with the best interests of the neighborhood in mind. Below, I would like to submit comments about the most recent MPO Regional Transportation Plan for your review and consideration.

1. **Everyone in Somerville supports an Assembly Square T Stop**. It would allow for growth in the region without the negative impacts of car-based traffic. City government, citizens and developers are all working together to ensure that the T stop is built and that local growth takes advantage of it.

2. **An Assembly Square T stop would have an enormous positive impact on the entire region unlike any other**. Somerville used to have superb public transportation and since after World War II, regional transportation improvements have favored highway development. This change has created unfair burdens to the city ecologically and economically that can be addressed through an Assembly Square T stop. Five commuter rail lines, three T lines, use our city, stopping near our city boundaries, with only one stop within the city (Davis Sq – Red Line) In addition one Interstate highway, and four state highways divide the traffic patters and create an unfair traffic patter compared to other cities who are able to reap the benefits of development. By building the Assembly Square T stop we would have a chance to improve some of this damage and restore equity to the public transportation system regionally.

3. **Building an Assembly Square T stop contributes to growth while being ecologically sound.** Somerville - especially east Somerville and Assembly Square - need improved pedestrian and transit access for the proposed development. A T stop would reduce the number of cars, and therefore have a positive impact on air quality, water quality (from reduced need for surface parking lots) and quality of life for the surrounding neighborhoods.

4. **NOT building the Assembly Square T stop would lead to disastrous traffic increases.** There are currently at least five "Big Box" stores eager to come to Assembly Square area, with a combined traffic impact of over 50,000 cars per day. With a T stop in place, alternative development proposals would set the tone, so that the neighborhoods, the city and the visitors to Assembly Square can have a positive experience. As a young professional who is in the target population for these box stores, I urge you to allow this area to be developed so that it can become the "New Davis Square", and not a large parking lot.

Now is the time for a T stop in Assembly Square. The citizens, the city government and business leaders support it, the research supports the economic, social and ecological benefits and it would unlock the potential for the region to grow in healthy, sustainable, long-term ways.

Thank you joining us to recommend an Assembly Square T stop for the city of Somerville.

Sincerely,

Rebecca Koepnick

Rebecca Koepnick
53 Hawthorne Street
Somerville, MA 02144

February 22, 2002

FEB 25 2002

Central Transportation Planning Staff
Attn: Anne McGahan
10 Park Plaza, Room 2150
Boston, MA 02116

To the Central Transportation Planning Staff,

I would like to submit comments about the most recent MPO Regional Transportation Plan for your review and consideration, especially the need for a T stop at Assembly Square.

1. **Everyone in Somerville supports an Assembly Square T Stop**. Because it would allow for growth in the region without the negative impacts of car-based traffic. City government, citizens and developers are all working together to ensure that the T stop is built and that local growth takes advantage of it.

2. **An Assembly Square T stop would have an enormous positive impact on the entire region unlike any other**. Somerville used to have superb public transportation and since after World War II, regional transportation improvements have favored highway development. This change has created unfair burdens to the city ecologically and economically that can be addressed through an Assembly Square T stop. Five commuter rail lines, three T lines, use our city, stopping near our city boundaries, with only one stop within the city (Davis Sq – Red Line) In addition one Interstate highway, and four state highways divide the traffic patters and create an unfair traffic patter compared to other cities who are able to reap the benefits of development. By building the Assembly Square T stop we would have a chance to improve some of this damage and restore equity to the public transportation system regionally.

3. **Building an Assembly Square T stop contributes to growth while being ecologically sound.** Somerville - especially east Somerville and Assembly Square - need improved pedestrian and transit access for the proposed development. A T stop would reduce the number of cars, and therefor have a positive impact on air quality, water quality (from reduced need for surface parking lots) and quality of life for the surrounding neighborhoods.

4. **NOT building the Assembly Square T stop would lead to disastrous traffic increases.** There are currently at least five "Big Box" stores eager to come to Assembly Square area, with a combined traffic impact of over 50,000 cars per day. With a T stop in place, alternative development proposals would set the tone, so that the neighborhoods, the city and the visitors to Assembly Square can have a positive experience.

Now is the time for a T stop in Assembly Square. The citizens, the city government and business leaders support it, the research supports the economic, social and ecological benefits and it would unlock the potential for the region to grow in healthy, sustainable, long-term ways.

Thank you joining us to recommend an Assembly Square T stop for the city of Somerville.

Sincerely,

Kathleen Wick
271 Alewife Brook Parkway
Somerville MA 02144

CTPS
Attn: Anne McGahan
Room 2150
10 Park Plaza
Boston, MA 02116

FEB 28 2002

February, 13, 2002

To the MPO Planning Staff,

I would like to submit comments about the most recent MPO Regional Transportation Plan for your review and consideration, especially the need for a T stop at Assembly Square. I have looked at the proposed projects and as a homeowner and frequent user of public transportation would like to offer you some thoughts about projects that would make the most difference to me, my neighbors and the region.

1. **Everyone in Somerville supports an Assembly Square T Stop**. Somerville city government, developers and the citizens have been working very hard to ensure that a new T stop be created at Assembly Square. While past Somerville administrations have not always been encouraging to additional public transportation, the current mayor, president of the Board of Aldermen and the president of the Chamber of Commerce - and many others – support this development. All of the conversation about an Assembly Square T stop have been very positive and enthusiastic and have included developers who have committed significant dollars to ensure that the station is built to benefit all visitors to Assembly Square.

2. **An Assembly Square T stop would have an enormous positive impact on the entire region unlike any other**. Over the past three years, numerous citizen and city reports and studies have demonstrated the enormous positive impact that an Assembly Square T stop would have on the economic, financial and civic life of the city. By being the catalyst for urban-style development – in keeping with our history and social fabric – the T stop would spawn enormous benefits in jobs, tax revenue for the city and state, open space, opportunities for increased civic centers and sustainable, ecologically friendly development.

3. **Building an Assembly Square T stop contributes to growth while being ecologically sound.** In no other place in the state, can so many jobs, so much tax revenue and so much accessible open space be created with so little damage to the environment. The existing Assembly Square transportation infrastructure provides nearly 3 billion dollars worth of improvements that would compliment a transit-oriented development that is on the cusp of blossoming in Somerville.

4. **NOT building the Assembly Square T stop would lead to disastrous traffic increases.** It is no secret that many developers have looked at Assembly Square as the last frontier for big box, car-oriented development. By counting the developers' own traffic predictions, the Assembly Square and East Somerville neighborhoods are looking at a tripling or quadrupling of the current high levels of traffic. Clearly, were this to happen, the ecological and social

impacts would be huge, effecting hundreds of families' health and quality of life, compromising retail successes, reducing property values and causing intolerable congestion that would only beg for future, expensive improvements as mitigation.

Now is the time for a T stop in Assembly Square. The citizens, the city government and business leaders support it, the research supports the economic, social and ecological benefits and it would unlock the potential for the region to grow in healthy, sustainable, long-term ways.

Thank you for considering my comments and joining us to recommend an Assembly Square T stop for the city of Somerville.

Sincerely,

Jennifer Dorsen
83 Josephine Ave
Somerville, MA 02144

Central Transportation Planning Staff
Attn: Anne McGahan
10 Park Plaza, Room 2150
Boston, MA 02116

MAR -5 2002

February 15, 2002

To the Central Transportation Planning Staff,

I would like to submit comments about the most recent MPO Regional Transportation Plan for your review and consideration, especially the need for a T stop at Assembly Square.

1. **Everyone in Somerville supports an Assembly Square T Stop**. Because it would allow for growth in the region without the negative impacts of car-based traffic. City government, citizens and developers are all working together to ensure that the T stop is built and that local growth takes advantage of it.

2. **An Assembly Square T stop would have an enormous positive impact on the entire region unlike any other**. Somerville used to have superb public transportation and since after World War II, regional transportation improvements have favored highway development. This change has created unfair burdens to the city ecologically and economically that can be addressed through an Assembly Square T stop. Five commuter rail lines, three T lines, use our city, stopping near our city boundaries, with only one stop within the city (Davis Sq – Red Line) In addition one Interstate highway, and four state highways divide the traffic patters and create an unfair traffic patter compared to other cities who are able to reap the benefits of development. By building the Assembly Square T stop we would have a chance to improve some of this damage and restore equity to the public transportation system regionally.

3. **Building an Assembly Square T stop contributes to growth while being ecologically sound.** Somerville - especially east Somerville and Assembly Square - need improved pedestrian and transit access for the proposed development. A T stop would reduce the number of cars, and therefor have a positive impact on air quality, water quality (from reduced need for surface parking lots) and quality of life for the surrounding neighborhoods.

4. **NOT building the Assembly Square T stop would lead to disastrous traffic increases.** There are currently at least five "Big Box" stores eager to come to Assembly Square area, with a combined traffic impact of over 50,000 cars per day. With a T stop in place, alternative development proposals would set the tone, so that the neighborhoods, the city and the visitors to Assembly Square can have a positive experience.

Now is the time for a T stop in Assembly Square. The citizens, the city government and business leaders support it, the research supports the economic, social and ecological benefits and it would unlock the potential for the region to grow in healthy, sustainable, long-term ways.

Sincerely,

Emily Arwen Mott
27 Victoria St.
Somerville, MA 02144

Public Comments and MPO Responses From Winter 2002 Outreach

Commenter:	Noah Grunberg, Resident of Somerville (February 16, 2002)
Type of Comments:	Project Specific
Abstract of Comments:	Construct the Orange Line station at Assembly Square. Somerville would like to see a mixed use urban neighborhood, preserving the waterfront and green space. Providing transit access to the site will allow for more dense, urban development and would discourage "big box" development which would result in large traffic increases and related pollution. The surrounding highways are currently over-congested. This station would help Somerville and the surrounding communities and it has the support of the citizens, government, and business leaders.
MPO Policy Response:	The MBTA supports the Assembly Square Orange Line Station and is actively working with the City of Somerville to identify possible funding sources including innovative financing under the Transportation Infrastructure Finance and Innovation Act (TIFIA) program. This project is included in the recommended list of projects for the 2000-2025 Transportation Plan Update.

16 February 2002

Anne McGahan
Central Transportation Planning Staff
10 Park Plaza, Room 2150
Boston, MA 02116

FEB 20 2002

Dear Ms. McGahan:

I would like to take this opportunity to comment on the recent MPO Regional Transportation Plan of which I find very exciting for the region's future, both economically and ecologically.

Specifically, I would like to recommend that the construction of a T station at assembly square in Somerville be strongly considered. Assembly square is a 145 acre undeveloped site in Somerville which abuts Charlestown ~~and the~~ Mystic River. Highways also abut Assembly Square which are currently running at or over capacity. These roads include I-93 and route 28.

The city of Somerville and would like to see a mixed use urban neighborhood develop there while preserving the waterfront and retaining green space which our city desperately needs. Any significant increase in automobile traffic will harm our city even more while perpetuating an already non-pedestrian friendly area. The "big box" stores which would like to build at Assembly Square will only bring traffic and pollution with over 50,000 trips per day.

In the *Certificate of the Secretary of Environmental Affairs on the Expanded Environmental Notification Form* of February 1, 2002, Bob Durand states that Somerville would like to reduce traffic at Assembly Square by "extending and improving access for pedestrians and bicyclists, promoting the use of mass transit and other high-occupancy vehicles, and by taking every feasible step to discourage the use of cars."

Building an Orange Line T station at Assembly Square will have benefits to Somerville and the surrounding communities.

A T stop will reduce the need for cars while encouraging a denser urban fabric than "big box" development, therefore curtailing increasing air and water pollution. This further relieves future increased car usage on the already stressed highway system that the surrounding communities including Boston rely on. An Orange Line T stop is concurrently ideal for the T service as the peak ridership will be opposite current peak ridership. Currently, morning rush hour is inbound to Boston, but many riding to Assembly Square for work in the morning from surrounding communities will be traveling through Boston, therefore, outbound.

The economic, social, and environmental benefits of building a T stop far outweigh any short term, suburban style development gain.

Thank you for recommending a T stop at Assembly Square as the citizens, the city government, and business leader of Somerville support it.

Sincerely,

Noah Grunberg
7 Lexington Avenue
Somerville, MA 02144

Public Comments and MPO Responses From Winter 2002 Outreach

Commenter:	Lynn McWhood, Resident of Somerville (February 25, 2002)
Type of Comments:	Project Specific
Abstract of Comments:	Ms. McWhood shares many of the views expressed at the public discussion in Somerville. She particularly supports: public funding for the Orange Line MBTA station at Assembly Square (it will allow transit-oriented development and makes efficient use of existing MBTA transit infrastructure), construction of the station in advance of roadway improvements (which would encourage automobile-based development, increase air pollution, fail to maximize economic potential and pedestrian-friendly environments), extension of the Green Line to Medford Hills, passing through Union Square, and the Urban Ring Phase III.
MPO Response:	The MBTA supports the Assembly Square Orange Line Station and is actively working with the City of Somerville to identify possible funding sources including innovative financing under the Transportation Infrastructure Finance and Innovation Act (TIFIA) program. This project is included in the recommended list of projects for the 2000-2025 Transportation Plan Update. The 2000-2025 Transportation Plan Update includes the Green Line extension to Medford Hillside. A station in Union Square is included in the Universe of Projects, a list of all projects that were considered for inclusion in the Plan. The MBTA is currently working to update its Program for Mass Transportation (PMT). The PMT serves as the MBTA's long-range capital improvement program but it is unconstrained from a financial perspective. The analysis of projects for the PMT will influence both future RTPs as well as the MBTA five-year capital program. In addition, the MPO anticipates that the Unified Planning Work Program will have a study to consider the alignment of the Green Line Extension. Phase I of the Urban Ring project is included in the recommended list of projects included in the 2000-2025 Regional Transportation Plan Update and assumes 80% of the necessary funding will be provided through a congressional earmark in the § 5309 Bus Program. Phases 2 and 3 are included as an illustrative project. An illustrative project is not in the recommended plan because there is not now sufficient revenue to fund it. However, if funds become available, they may be included in a future update of the Plan.

45 Ibbetson Street #3
Somerville, MA 02143
February 25, 2002

Central Transportation Planning Staff
10 Park Plaza, Suite 2150
Boston, MA 02116
Attn: Anne McGahan

FEB 26 2002

Dear CTPS:

Thank you for providing the opportunity for public input in Somerville on February 13 on the MPO Regional Transportation Plan Update. I would like to reiterate some of the comments made at the meeting regarding Somerville's transportation needs.

1. Public funding for an Orange Line T stop at Assembly Square is critical to the future of Somerville. A stop would permit valuable transit-oriented development that would generate enough tax revenue to allow the city to reduce its dependency on state aid. An Orange Line stop would be a smart investment by the state to reap benefits from the billions of dollars of transportation infrastructure already in place at Assembly Square.

2. Public funding for Assembly Square road improvements before an Orange Line stop is in place will lead to a proliferation of automobile-based development there. Such development would worsen air pollution in the area, an environmental justice concern in East Somerville, and provide little economic value. Such development would also work against Charlestown's efforts to remake Sullivan Square and Rutherford Avenue as pedestrian-friendly urban environments.

3. The extension of the Green Line to Medford Hills with a route that passes through Union Square is important to the economic revitalization of Union Square. Somerville and Union Square owed their early growth to rail lines from Boston, and the loss of the commuter rail stops was an important factor in Somerville's economic decline. It is time to restore transit access to Somerville.

4. It is important that the proposed Urban Ring move toward the goal of all rail-based transit all the way around the ring in order to bring maximum benefits to all the communities on the ring route, including Somerville and our equally underserved northern neighbors, Chelsea, Everett and Medford.

Sincerely,

Lynn McWhood

Lynn McWhood

Public Comments and MPO Responses From Winter 2002 Outreach

Commenter:	Louana H. Evarts, Resident of Somerville (February 2002)
Type of Comments:	Project Specific
Abstract of Comments:	The Assembly Square Orange Line MBTA station (which will help reduce traffic and enhance transit availability) is first priority and should be constructed in advance of improvements to the I-93/28 intersection.
MPO Response:	The MBTA supports the Assembly Square Orange Line Station and is actively working with the City of Somerville to identify possible funding sources including innovative financing under the Transportation Infrastructure Finance and Innovation Act (TIFIA) program. This project is included in the recommended list of projects for the 2000-2025 Transportation Plan Update. The I-93/Mystic Avenue interchange project is included in the recommended list of projects in the 2000-2025 Transportation Plan Update.

PLAN UPDATE → *PLEASE SHARE YOUR COMMENTS AND IDEAS*

ON THE

MPO REGIONAL TRANSPORTATION PLAN
PLAN UPDATE

Somerville is an appropriate candidate for environmental justice. We live with lots of track, but very few of us have convenient access to T or commuter rails.

The first priority should be an Orange line T stop at Assembly Square. This should take precedence to any work on the 93/28 intersection, as it will help reduce traffic rather than encouraging more traffic.

The intersection 93/28 needs attention, but this should be subordinated to enhancing transit availability

Please add my name to the mailing list.
(Please provide your complete address.)

Name Louana H. Evarts

Address 230 Fellsway Somerville 02145

E-mail

Please Return to:
CTPS
Room 2150, Attn: Anne McGahan
10 Park Plaza
Boston, MA 02116

FEB 27 2002

Public Comments and MPO Responses From Winter 2002 Outreach

Commenter:	Somerville Board of Aldermen (February 14, 2002)
Type of Comment:	Project Specific
Abstract of Comments:	The Somerville Board of Aldermen adopted a resolution with a number of elements. The Board is dismayed that the Mystic Avenue/I-93 Interchange was not included in the recommended set of projects in the draft Plan Update and strongly urges its inclusion. Somerville is not adequately served by rapid transit. The Board requests that the Assembly Square rapid transit stop be included in the Plan and its completion date be expedited. It supports the Green Line extension, including access to Union Square, and also supports the Urban Ring project. The comment provides supporting information: Somerville is the most densely populated city in Massachusetts, has a low commercial tax base and needs to increase its tax base to fund services such as education. A local study recommended construction of the MBTA station at Assembly Square. The Mystic Avenue/I- 93 interchange has serious safety issues which are an impediment to development. Somerville pays the fifth highest MBTA assessment yet is served by only one rapid transit stop. Union Square suffers from substantial traffic congestion, and a Green Line station would boost economic development.
MPO Response:	The MBTA supports the Assembly Square Orange Line Station and is actively working with the City of Somerville to identify possible funding sources including innovative financing under the Transportation Infrastructure Finance and Innovation Act (TIFIA) program. This project is included in the recommended list of projects for the 2000-2025 Transportation Plan Update. The 2000-2025 Transportation Plan Update includes the Green Line extension to Medford Hillside. A station in Union Square is included in the Universe of Projects, a list of all projects that were considered for inclusion in the Plan. The MBTA is currently working to update its Program for Mass Transportation (PMT). The PMT serves as the MBTA's long-range capital improvement program but it is unconstrained from a financial perspective. The analysis of projects for the PMT will influence both future RTPs as well as the MBTA five-year capital program. In addition, the MPO anticipates that the Unified Planning Work Program will have a study to consider the alignment of the Green Line Extension. Phase I of the Urban Ring project is included in the recommended list of projects included in the 2000-2025 Regional Transportation Plan Update and assumes 80% of the necessary funding will be provided through a congressional earmark in the § 5309 Bus Program. Phases 2 and 3 are included as an illustrative project. An illustrative project is not in the recommended plan because there is not now sufficient revenue to fund it. However, if funds become available, they may be included in a future update of the Plan. The I-93/Mystic Avenue interchange project is included in the recommended list of projects in the Plan Update.

CITY OF SOMERVILLE, MASSACHUSETTS
BOARD OF ALDERMEN

DOROTHY A. KELLY GAY
MAYOR

February 14, 2002

RESOLUTION

WHEREAS, The City of Somerville is the most densely populated city in Massachusetts; and

WHEREAS, The City of Somerville has a low commercial tax base valued at less than 20% of all assessed properties in the City; and

WHEREAS, The City of Somerville has set a long-term goal of increasing the commercial tax base to generate additional property taxes to fund needed items such as education; and

WHEREAS, The only area of the City available for substantial commercial development is Assembly Square; and

WHEREAS, The City of Somerville commissioned a professional planning study by the Cecil Group to, among other things, address commercial development at Assembly Square; and

WHEREAS, The Cecil Plan "recommends. . . construction of a new MBTA Orange Line Stop. . . [as] the first step to unlock the development potential" of the area; and

WHEREAS, The interchange at Mystic Avenue and Route 93 provides access to Assembly Square and in its current state poses a serious safety hazard and impedes the development of Assembly Square; and

WHEREAS, The latest draft of the Transportation Plan of the Boston Metropolitan Planning Office fails to include the project for the redesign and construction of the interchange at Mystic Avenue and Route 93 as a project in the recommended plan; and

WHEREAS, The City of Somerville pays the fifth highest assessment of MBTA user communities, yet only contains one rapid transit stop and no commuter rail stops; and

WHEREAS, Union Square suffers from substantial traffic congestion that impedes development and access; and

A TRUE COPY ATTEST:

CITY HALL • 93 HIGHLAND AVENUE • SOMERVILLE, MASSACHUSETTS 02143
(617) 625-6600 • TTY: (617) 666-0001

WHEREAS, The extension of the Green Line of the MBTA to Union Square would provide a substantial benefit for the economic development of the Square and would provide an alternative to motor vehicle use for the residents of the area around the Square; and

WHEREAS, The construction of the Urban Ring would provide Somerville with needed rapid transit access; **NOW THEREFORE BE IT**

RESOLVED, That this Board of Aldermen does hereby:

1. express its dismay as to the removal of the project for the design and reconstruction of the Mystic Avenue and Route 93 interchange from the latest draft of the Transportation Plan of the Boston Metropolitan Planning Office as a project in the recommended plan,

2. urge as strongly as possible that the Mystic Avenue/Route 93 project be included as a project in the recommended plan,

3. believe that Somerville is not adequately served by Rapid Transit,

4. urge that the rapid transit stop at Assembly Square be included in the recommended plan and that its completion date be moved forward,

5. support the expansion of the Green Line, including access to Union Square, and

6. support the urban ring project.

Somerville Board of Aldermen

A TRUE COPY ATTEST:

Submitted By:

President William A. White, Jr.

Alderman John M. Connolly

Alderman Joseph A. Curtatone

Alderman James F. Halloran

Alderman Sean T. O'Donovan

Alderman James McCallum

Alderman Denise Provost

Alderman William M. Roche

Alderman Bruce M. Desmond

Alderman Thomas F. Taylor

Alderman Kevin A. Tarpley, I

A TRUE COPY ATTEST:

Commenter:	Jon Bernhardt, Resident of Somerville (February 27, 2002)
Type of Comments:	Policy and Project Specific
Abstract of Comment:	Mr. Bernhardt concurs with points made in a letter written by Mr. Wig Zamore. He forwarded the text of the letter as an attachment to his comment. The letter discusses the development opportunities and community benefits encouraged by an Orange Line MBTA station at Assembly Square. It also supports the Green Line Extension to Union Square and expansion of pedestrian paths and regional bikeways. It recommends a corridor study for Route 28 from the Mystic River to the Charles River, looking particularly at quality of life and livability issues. Traffic congestion on and around I-93 negatively impacts air quality. The letter states that proposed development (none of which is transit-oriented) in Somerville and surrounding communities would significantly increase traffic volumes and congestion, creating ten times the environmental impact of dense transit-oriented development and create fewer community benefits such as jobs, taxes, and public open space. The existing intersection design should be modified with one change being a direct local connection to a new Assembly Square Orange Line stop. Somerville is densely populated, ethnically diverse and economically challenged, with serious air quality issues. The letter concludes that considering these issues, a fully funded Orange Line MBTA stop and a re-study and re-design of the local Route 28 corridor is essential prior to construction of the Route 28/38 intersection improvements. He also comments that the MPO outreach has been very effective in involving the public.
MPO Response:	The MBTA supports the Assembly Square Orange Line Station and is actively working with the City of Somerville to identify possible funding sources including innovative financing under the Transportation Infrastructure Finance and Innovation Act (TIFIA) program. This project is included in the recommended list of projects for the 2000-2025 Transportation Plan Update. The 2000-2025 Transportation Plan Update includes the Green Line extension to Medford Hillside. A station in Union Square is included in the Universe of Projects, a list of all projects that were considered for inclusion in the Plan. The MBTA is currently working to update its Program for Mass Transportation (PMT). The PMT serves as the MBTA's long-range capital improvement program but it is unconstrained from a financial perspective. The analysis of projects for the PMT will influence both future RTPs as well as the MBTA five-year capital program. In addition, the MPO anticipates that the Unified Planning Work Program will have a study to consider the alignment of the Green Line Extension. The I-93/Mystic Avenue interchange project is included in the recommended list of projects in the Plan Update. The Regional Transportation Plan does not address the need for specific planning studies such as the re-examination of the Route 28 corridor. Such studies are more appropriately considered during the development of the MPO's annual Unified Planning Work Program, which occurs in the Spring and Summer. This request will be considered during the UPWP process.

Anne McGahan

From: "Jon Bernhardt" <jonb@turntable.mit.edu>
To: <mcgahan@ctps.org>
Sent: Wednesday, February 27, 2002 3:45 PM
Subject: Comments on Boston MPO

Dear Ms. McGahan,

I am a Somerville homeowner and agree strongly with the comments made below. Please consider these points when developing the Boston MPO Plan Update. As Mr. Zamore says at the conclusion of his letter, Somerville deserves better.

Sincerely,

Jon Bernhardt
9 Charnwood Road
Somerville, MA 02144
617-629-3955

>Some food for thought follows:
>
>1. The Orange Line T-stop will encourage dense transit oriented mixed
>use that can add important numbers of jobs, taxes and public open space to
>the long term environmental and economic benefit of the Somerville
>community and our metropolitan neighbors.
>
>2. Other extremely worthy local projects include the diversion of the
>planned Green Line extension to a stop in Union Square and expansion of
>pedestrian paths and regional bikeways.
>
>3. The Route 28 Corridor does need to be re-studied, re-designed and
>re-built from the Mystic River to the Charles River - including parts of
>the Fellsway, McGrath and O'Brien. Quality of life and livability must
>drive that effort. This process should carefully balance issues of
>economic opportunity, environmental protection and community
>restoration. It must be guided by the concerned citizens of Somerville
>and Cambridge rather than traffic engineers working for Big Box
>developers, their allies within some branches of government or those with
>strictly business interests in mind.
>
>A generation ago Interstate 93 was built over the Route 28/38 intersection
>and through East Somerville in spite of professional environmental and
>planning studies commissioned by the state which predicted serious
>violations of Federal and State air quality standards. When added to the
>considerable pre-existing background pollution, as much as ten times the
>legal carbon monoxide levels were predicted if I93 ever became congested,
>as now happens daily. Those violations were never mitigated (I93
>Somerville Corridor Study Recommendations, Justin Gray Associates, 1972).

>
>The area has benefited from national pollutant reductions from industrial
>point sources and auto emissions per mile that have offset great increases
>in average vehicle miles driven per person. But today we face a dozen
>nearby development projects, eleven of which are either already approved
>or currently in permitting at the state and local levels, which will more
>than double daily traffic within the local Route 28 Corridor from under
>50,000 vehicle trips per day to over 100,000 vehicle trips per day.
>
>(These numbers of under 50,000 and over 100,000 Route 28 vehicle trips per
>day, respectively, come from Mass Highway and the most conservative
>projections available within environmental filings made by developers
>themselves. By comparison, great metropolitan subway stops represent as
>many as 40,000 person trips per day - e.g., the Red Line T-stop at Harvard
>Square has over 20,000 boardings and 20,000 departures per day. Davis
>Square is exemplary as well with about half the Harvard trip levels.)
>
>Of the seven non-Somerville projects - in Everett, Medford, Malden,
>Cambridge and Boston - only one is led by Big Box development - Gateway
>Center. The others - Mystic Center, TeleCom City, North Point, North
>Point Residential, Cambridge Research Park and North Station - are much
>higher value and generally transit oriented. On balance these projects
>will generate many new jobs, lots of tax base and significant open space
>opportunities but relatively smaller increases in traffic.
>
>Of the five Somerville projects, the four which are furthest along in the
>process are all led by Big Box development - Home Depot, Ikea, Super Stop
>& Shop and the Star expansion at Twin Cities. None of these four are
>transit oriented. Only one of the five, Sturtevant/Yard 21, is led by
>higher value urban mixed use and tied to rail potential. On balance the
>planned Somerville projects will generate significantly fewer jobs, taxes
>and public open space acres but relatively larger increases in local traffic.
>
>Per future dollar of permanent job salary or local taxes, big boxes will
>have more than ten times the environmental impact of dense transit
>oriented mixed use. Much of this damage to air quality and our watersheds
>stems purely and simply from additional traffic induced. Problems also
>derive from the large surface parking lots that still accompany most Big
>Boxes. Furthermore, in a metropolitan area that is constrained by limited
>road and transportation capacities, consumption of those capacities by Big
>Boxes will severely limit both private economic development and long term
>municipal fiscal health.
>
>The Vollmer Study (July 7, 1993) for the Route 28/38 intersection
>improvements produced a Preferred Alternative that is now again proposed
>to be included within the Boston MPO Transportation Plan. It raises more
>questions than it solves.
>
>Features of the Preferred Alternative include the depression of Route 28
>Southbound under Mystic Avenue - creating a new and dangerous weave on
>McGrath southbound, the elimination of the I93 off-ramp alternative - that

>now allows Ten Hills and Winter Hill residents access from I93 to their
>homes via Mystic Avenue northbound, the shortening and worsening of a
>dangerous weave of Route 28 northbound and the I93 off-ramp at Assembly
>Square, and the direct entry of McGrath into the district - with a
>dead-end into Middlesex Avenue about where Home Depot's truck docks are
>proposed to be.
>
>The new entry of McGrath is a good idea if it can be re-oriented to
>provide a direct local connection along Foley Street to a new Assembly
>Square Orange Line T-stop. Most of the other design features within the
>Preferred Alternative are problematic and the City of Somerville has
>conceded that a complete re-design is necessary. The larger problem,
>however, is that capacity additions at the Route 28/38 intersection may
>induce Big Box development at the expense of mixed use and will solve
>virtually none of the congestion problems destined to haunt the Route 28
>Corridor.
>
>In 1994 the Central Transportation Planning Staff (CTPS) of the Boston MPO
>studied the proposed interchange improvements and the Vollmer Preferred
>Alternative. CTPS concluded that, "The impact of the Preferred
>Alternative on I-93 was found to be insignificant." Furthermore, CTPS was
>bothered by the lack of study of other McGrath intersections and the poor
>level of service that could be expected from the proposed improvements
>when the broader area was considered.
>
>Even though CTPS "scaled down...development forecasts...to be consistent
>with low MAPC employments forecasts for the area", they concluded that the
>immediate intersections would still end up with a majority of the traffic
>movements at level of service D, E or F - basically awful. When looking
>at the Preferred Alternative and taking into account the bottleneck at
>McGrath and Broadway, they stated, "The estimated back of the queue spills
>back into the tunnel, average speed is reduced to under 3 mph, and 100% of
>the traffic will stop before clearing the intersection."
>
>The Boston MPO Transportation Plan Update must by law comply with the
>environmental justice and social equity provisions of the Clean Air Act
>and the Transportation Equity Act (TEA-21). East Somerville remains the
>densest neighborhood within one of the densest cities in America. It is
>recognized by the state and Federal government as both ethnically diverse
>and economically challenged. Somerville is still on Federal probation for
>carbon monoxide levels.
>
>After considering the levels of traffic now expected to be added to the
>local Route 28 Corridor and the congestion levels already suffered, it
>would be irresponsible and unconscionable to ask for inclusion of the
>Route 28/38 intersection improvements unless we can be assured within the
>MPO Plan that a fully funded Orange Line T-stop at Assembly Square and a
>complete community oriented re-study and re-design of the local Route 28
>Corridor will come first.
>
>If we do not get this round of transportation and land use planning for

>East Somerville right, we will surely destroy its economic, environmental
>and community potential for yet another generation. Somerville deserves
>better.
>
>Best Regards,
>
>Wig Zamore
>
>Member MVTF

Commenter:	Fred Berman, Resident of Somerville (February 25, 2002)
Type of Comment:	Project Specific
Abstract of Comment:	Mr. Berman comments that he agrees with the remarks made by many residents at the public discussion in Somerville in February. There is very broad-based support for the transportation improvements recommended in this letter. Residents seek: 1) top priority for an Orange Line MBTA Stop at Assembly Square, 2) funding for extending the Green Line through Union Square to Medford, 3) funding to plan and implement I-93 Interchange Improvements at Assembly Square, and 4) funding to plan and implement Urban Ring Phase 2 components connecting Assembly Square/Sullivan Station and Union Square. He submits information expanding on each of these four main items. His correspondence was accompanied by a petition signed by over 200 Somerville residents supporting these items. Mr. Berman also would like the MPO to consider connecting a spur from a Tufts MBTA stop on the Red Line at Davis Square. In addition, he submits a request for planning funds for study of possible express Green Line service between Kenmore and Park Street on its own dedicated track, and initiation of local, "looping" service to the intermediate stations. He explains that a large percentage of riders have either Kenmore or Park Street station as their destination and traveling on an existing express train can be as time-consuming as a local service train.
MPO Response:	The MBTA supports the Assembly Square Orange Line Station and is actively working with the City of Somerville to identify possible funding sources including innovative financing under the Transportation Infrastructure Finance and Innovation Act (TIFIA) program. This project is included in the recommended list of projects for the 2000-2025 Transportation Plan Update. The 2000-2025 Transportation Plan Update includes the Green Line extension to Medford Hillside. A station in Union Square is included in the Universe of Projects, a list of all projects that were considered for inclusion in the Plan. The MBTA is currently working to update its Program for Mass Transportation (PMT). The PMT serves as the MBTA's long-range capital improvement program but it is unconstrained from a financial perspective. The analysis of projects for the PMT will influence both future RTPs as well as the MBTA five-year capital program. In addition, the MPO anticipates that the Unified Planning Work Program will have a study to consider the alignment of the Green Line Extension. Phase I of the Urban Ring project is included in the recommended list of projects included in the 2000-2025 Regional Transportation Plan Update and assumes 80% of the necessary funding will be provided through a congressional earmark in the § 5309 Bus Program. Phases 2 and 3 are included as an illustrative project. An illustrative project is not in the recommended plan because there is not now sufficient revenue to fund it. However, if funds become available, they may be included in a future update of the Plan. The I-93/Mystic Avenue interchange project is included in the recommended list of projects in the Plan Update. The MPO received many comments requesting projects to be included in the Plan. The connection from Tufts to Davis Square is included in the Universe of Projects list that was considered for inclusion in the Plan. However, the Plan must be a financially constrained document and many projects were not able to be included at this time. The Universe of Projects list will be used in the development of the next Plan. The Regional Transportation Plan does not address the need for specific planning studies such as express service on the Green Line service between Kenmore and Park Street. Such studies are more appropriately considered during the development of the MPO's annual Unified Planning Work Program, which occurs in the Spring and Summer. This request will be considered during the UPWP process.

TO: Anne S. McGahan, Chief Planner
Central Transportation Planning Staff
State Transportation Building
10 Park Plaza – Suite 2150
Boston, MA 02116

FEB 28 2002

FR: Fred Berman, 25 Cherry Street, Somerville, MA 02144

Fred Berman

DA: February 25, 2002

RE: Boston MPO Transportation Plan

My comments echo the Mayor's remarks and the remarks of many of my fellow Somerville residents who attended the public hearing in Somerville on February 13, 2002. We seek: (1) top prioritization and adequate funding for an Orange Line T Stop at Assembly Square, (2) funding for Green Line Extension through Union Square to Medford [I urge you to consider a connecting spur from a Tufts T Stop to the Red Line Davis Square Station.], (3) funding to plan and implement improvement of the I-93 interchanges at Assembly Square, and (4) funding to plan and implement second phase Urban Ring components connecting Assembly Square/Sullivan Station and Union Square with points in Cambridge.

I am also attaching petitions which I developed and distributed primarily at the Democratic Caucuses in Somerville. (State Rep Pat Jehlen also e-mailed them as part of her newsletter, generating some additional signatures.) Although those caucuses were highly competitive, there was almost uniform support for these petitions among the attendees. In the end, the 200-plus signatures that were collected may appear insignificant, as compared with the total population of Somerville. (I should have at least distributed the petitions at the February 13 meeting!) What is most significant about the petitions, and what I hope you will get a sense of from their inclusion in my testimony is **how easy it was to get signatures: despite our many other political differences in Somerville, there is very broad-based support for these transportation improvements.**

Finally, I am including a request for planning funds to study a strategy for developing express train service on the Green Line between Kenmore and Park Street. Funding for this study should not displace funding or prioritization of any of the aforementioned projects.

Top Priority: Orange Line T Stop at Assembly Square

I urge the Boston MPO to highly prioritize and fund development of an Orange Line T stop in Assembly Square as part of its five year plan. The T stop is a critical component of healthy, mixed use economic development planned for the area. As described by Steve Cecil's report, a T stop is essential to successful mixed use development including office and residential space. Without the T stop, there will be huge pressure to focus short term development on big box retail uses and hotel space, and to expand highway capacity in order to accommodate the demand for automobile access that such development requires. Once big box retail developments are in place, they will define the possibilities of the site for the next twenty years.

The Assembly Square area is highly congested and suffers from the air pollution associated with that auto congestion. Although fixing the many driving bottlenecks in the area would reduce congestion, a more appropriate first priority is creating a viable alternative to driving for people who want to get there. Creating easy T access to Assembly Square must go hand-in-hand with the planned development of office and residential and recreational destinations at that site. Although there are also new retail establishments planned for that site, parking limitations required by the State (and by sound environmental planning practices) will necessitate the availability and use of public transportation as a means of access to even those destinations. Lack of a T Stop at Assembly Square would undermine any meaningful development at that site. Once meaningful transit access is available, residual congestion could be addressed by undertaking the necessary improvements to the various interchanges and local roads.

Second Priority: Green Line Extension through Union Square to Medford, with a Connecting Spur from Tufts to Davis Square Red Line T Stop

This is a three-pronged request: First, that the MPO prioritize Green Line extension from Lechmere through Somerville to Medford. Second that the extended Green Line stop near Union Square on its way to Tufts and Medford. Third, that the extended Green Line offer spur service (every other train?) to and from the Red Line Davis Square T stop.

This is a corridor that is seriously under-served by busses, that is heavily congested with traffic traveling to and from Boston, and that is ideal for transit development: for the most part, the tracks are already there.

Stopping in Union Square is worth the additional cost. First of all, it is part of sensible economic development of the Square. At present, traffic congestion from Sullivan Square to Union Square is miserable, stymieing any real possibility of economic development at the Square. Travel across Somerville from Davis or Powderhouse Squares to Union Square is indirect and slow, congesting Highland or Broadway, and requiring cutovers down residential streets into Elm Street, which is often bottlenecked near the Square.

A spur connection from a Green Line Tufts stop to the Red Line Davis stop would elegantly close an important loop and would effectively link Cambridge and Medford. Tunneling from tufts to Davis would not entail major structural support for nearby buildings, since College Av is a wide street with only houses and relatively small churches.

Third Priority: Implementation of Phases 1, 2, and 3 of the Urban Ring

At present the only way to use public transportation to get to and from destinations around the perimeter of the Boston metropolitan area is to travel into and then out of downtown Boston – which is an inefficient use of time – or to take one of the few crosstown buses which travel on congested roads. Not surprisingly, whenever possible, people traveling around the perimeter choose to drive instead of taking the T. The Urban Ring is the obvious alternative for reducing unnecessary trips along the corridors radiating to and from downtown Boston, and making it easier to travel to and from destinations closer to its perimeter. A sensible public transportation connection from Sullivan or Assembly Square to Union Square and then to Central or Harvard Square would offer an attractive alternative to driving between important centers, and would promote healthy, economic development that does not depend upon the automobile.

Phase 1 has already begun in the sense that there are some crosstown buses. These are infrequent, and often get stuck in the traffic congestion. Developing some kind of exclusive right-of-way for public transit – the essence of phases 2 and 3 – is essential to making public transportation more attractive than simply battling your way through traffic in your own car.

Fourth Priority: Developing Better Highway Access at Assembly Square

Once we have established public transportation as an acceptable alternative for travel to and from Assembly Square, it becomes time to address traffic bottlenecks on and off I-93. Once we have addressed the need for access by people who don't need cars in order to address their travel needs (i.e., they are not shopping for large or heavy or numerous items), then it is time to address the needs of drivers who really do need their cars in order to successfully accomplish their mission at Assembly Square. Highway improvements are the next step to pollution reduction. If there were better highway access to Assembly Square, as well as the aforementioned public transit access from Assembly or Sullivan Square to Union Square and Cambridge, the Orange Line Park and Rides would become even more useful, and could be converted to structured and underground parking (e.g., like the Boston Common Parking Garage) to accommodate more cars and thereby reduce congestion into and out of the heavily traveled I-93 corridor.

A Non-Somerville-Related Planning Study: Developing Express Service Between Kenmore and Park

A huge percentage of Green Line riders are traveling to or from Park Street. Sometimes it takes as long to get from Kenmore to Park (or vice versa) as it takes to get from Kenmore to one's outlying Green Line destination. When a Green Line train runs "express" on the same tracks as local trains are using, this "express service" takes almost as long as if the train were making all the local stops. If there were a separate track that could be used for express service in each direction (conveniently, there are four tracks each at Kenmore and Park), then persons trying to get to or from the intermediate stations could take local circulator trains looping between Kenmore and Park. By cutting down on the congestion, we would cut the travel time for each inbound and outbound ride, and could run more trips for the same labor cost, reducing crowding on the trains and, increasing the carrying capacities of these lines.

This is a planning priority, not a construction priority, as there, of course, details to work out. However, given the fact that the surface uses of the straight-line-corridor between Kenmore and Park are entirely parkland, tunneling between these two Green Line stops would be relatively low cost. The two challenges would be crossing the Boston Common Parking Garage and crossing the Green Line tracks to Arborway. These are not impossible engineering challenges.

Commenter:	John R. Reinhardt, Resident of Somerville (February 25, 2002)
Type of Comment:	Policy and Project Specific
Abstract of Comment:	Mr. Reinhardt expresses several concerns: 1) The most important project for Somerville is the Orange Line MBTA stop at Assembly Square. He would like to see it completed in five years. 2) He is interested in how the Boston Region MPO determines transportation priorities and would have liked to have been informed about how input from citizens is used in decision-making. 3) He suggests that the MPO include consideration of greenhouse gas emissions in its decision-making on projects. He notes that it is important to take action immediately on achieving needed reductions in transportation-related emissions. 4) He urges the MPO to create the most sustainable and lowest environmental impact system possible. 5) He suggests that projects with bicycle elements be considered in the Plan. 6) He asks that transit projects be given priority over highway projects and adds that completing highway projects prior to transit improvements will only encourage more automobile use and increased demand for more highway improvements, though this is not to say that highway projects shouldn't be completed. 7) He wonders when the Green Line extension to Medford Hills will be undertaken.
MPO Response:	1) The MBTA supports the Assembly Square Orange Line Station and is actively working with the City of Somerville to identify possible funding sources including innovative financing under the Transportation Infrastructure Finance and Innovation Act (TIFIA) program. This project is included in the recommended list of projects for the 2000-2025 Transportation Plan Update. 2) Public outreach efforts are part of the process for the development of the Transportation Plan. The information received from the outreach is given to the MPO to help guide the project selection process. 3) The 2000-2025 Transportation Plan Update does not currently include air quality issues, such as greenhouse gases, that go beyond federal regulations. This information will be considered in future Transportation Plans. The MPO would appreciate it if you could provide us with information on this issue. 4-5) Over the last year, the MPO worked on improving the policies contained in the Plan. The policies and goals were revised to clarify the vision for the region. Your suggestions are addressed in the revised policies. 6) Your comment on prioritizing transit projects over highway projects has been considered by the MPO. During the development of the 2000-2025 Transportation Plan Update, the MPO determined that there would be no flexing of funds from one mode to another (highway funds for highway projects, transit funds for transit projects.) The MPO has selected its highway projects in large part to address the projected growth under a no-build scenario. It is not the MPO's intent to encourage or facilitate growth in single-occupancy vehicle travel beyond that which is projected in the no-build scenario.

Public Comments and MPO Responses From Winter 2002 Outreach

Commenter:	John R. Reinhardt, Resident of Somerville (February 25, 2002) **(cont.)**
Type of Comment:	Policy and Project Specific
MPO Response (cont.):	7) The 2000-2025 Transportation Plan Update includes the Green Line extension to Medford Hillside. The MBTA is currently working to update its Program for Mass Transportation (PMT). The PMT serves as the MBTA's long-range capital improvement program but it is unconstrained from a financial perspective. The analysis of projects for the PMT will influence both future RTPs as well as the MBTA five-year capital program. In addition, the MPO anticipates that the Unified Planning Work Program will have a study to consider the alignment of the Green Line Extension. The Green Line Extension to Medford Hillside is a commitment in the State 's air quality plan and is required to be completed by 2011.

FEB 28 2002

February 25, 2002

Ms. Anne McGahan, Central Transportation Planning Staff
10 Park Plaza, Suite 2150
Boston, Massachusetts 02116

RE: Comments on the Boston Metropolitan Transportation Plan

Dear Ms. McGahan:

I am very interested in how the transportation priorities for the Boston Metropolitan Area are created. I appreciated the opportunity to hear some information during your public meeting held February 13. I was disappointed in the lack of planning to accommodate the interested citizens and the lack of clarity about how you will use our input as well as other avenues of input you alluded to during the meeting. I am writing as a citizen, even though I am also a Somerville Conservation Commissioner, on the Executive Board for the Mystic River Watershed Association, and participate in Somerville Climate Action.

I am very concerned that your environmental evaluation criteria do not incorporate any consideration for greenhouse gases. The Northeast States for Coordinated Air Use Management (NESCAUM) stated that in 1997 the transportation sector accounted for 35% of the greenhouse gas emissions in Massachusetts, and is projected to increase by close to 20% by the year 2010. The Northeastern Governors and Eastern Canadian Premiers have issued a Climate Change Action Plan in August 2001 with ambitious targets of greenhouse gas emissions reductions. The Massachusetts Executive Office of Environmental Affairs has been working on a state-specific action plan. Taking immediate action in the transportation sector is clearly important in achieving any greenhouse gas reduction goals. You should include greenhouse gas emission creation into your ranking process.

I am also concerned with the preference for highway projects over bicycle and transit projects through the scheduling process. Bicycle projects and combination bicycle/highway and or transit projects are not even considered in this plan. This is a grave oversight. According to Table 4-1 in the MPO plan, $3.09 billion has been allocated for transit related projects and only $1.26 billion has been allocated for highway projects. When highway projects are completed as a first priority, it perpetuates reliance on the car as the primary mode of transport, with an ever-increasing demand for more improvements. When will the Green Line extension to Medford Hills, funded at $150 million, happen? This project has been required under the Central Artery pollution mitigation agreement since 1990, with a completion date of 2011, yet the first feasibility study has not even begun. You should place transit projects higher on your ranking. That is not to say that highway projects should not get done, just clearly complete more transit projects more quickly

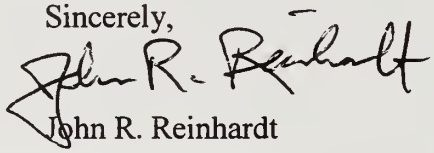
Highway improvement projects will be implemented before the transit system is substantially upgraded. This may alleviate auto emissions in the short term but will ultimately result in more vehicles on the road with an associated increase in emissions over time. According to data from the U.S. Federal Highway Administration, from 1980 to 1999, vehicle fuel consumption increased from 94 to 126 billion gallons per year, almost 91% of which was attributed to vans, pick up trucks, and sport utility vehicles (Data from the Statistical Abstracts of the United States, Table 1105). Every gallon of gasoline consumed contributes 20 pounds of carbon dioxide to our atmosphere.

Improving highway infrastructure makes safety sense, but transit related projects should be more highly prioritized over highway projects. Transportation preference will shift away from cars to public transportation when transit systems are improved while the highway system remains congested. You need to create a schedule for project initiation and completion that shows transit projects as a first priority.

The Orange Line stop for Assembly Square is much more important than the other four projects proposed for the Somerville area. Merely having a feasibility study done in the next 5 years is insufficient. It needs to be completed within 5 years.

The immediate purpose of the 25-year plan is to map out the most economical transportation system that meets the greatest number of needs within a finite budget. Immediate needs are often more compelling than overarching environmental issues. However, it is critical that transportation planners work to create a more sustainable and low environmental impact transportation system. I that you and staff at the Central Transportation Planning can be leaders in this effort. Thank you for your consideration.

Sincerely,



John R. Reinhardt
25A Cherry Street
Somerville, Massachusetts 02144
(617) 666-1751

Public Comments and MPO Responses From Winter 2002 Outreach

Commenter:	Anna M. Warrock, Resident of Somerville (February 27, 2002)
Type of Comments:	Project Specific
Abstract of Comments:	The MPO should include the Orange Line MBTA stop at Assembly Square in the Plan. She comments that she and her neighbors in East Somerville know that the stop will make the neighborhood economically viable. She explains that it would bring in business without bringing in congestion, would increase the value of development, and would solve transportation problems with neighborhoods in mind.
MPO Response:	The MBTA supports the Assembly Square Orange Line Station and is actively working with the City of Somerville to identify possible funding sources including innovative financing under the Transportation Infrastructure Finance and Innovation Act (TIFIA) program. This project is included in the recommended list of projects for the 2000-2025 Transportation Plan Update.

Anne McGahan

From: "Anna Warrock" <awarrock@CERA.com>
To: <mcgahan@ctps.org>
Sent: Wednesday, February 27, 2002 4:37 PM
Subject: Citizen comment -- Boston MPO Plan Update

Boston MPO Plan Update
Central Transportation Planning Staff
Attention: Anne McGahan
10 Park Plaza, Suite 2150
Boston, MA. 02116

Dear Ms. McGahan:

It is surprising to me that in the decade of war over oil and resource consumption, oversized cars that advertise 12 miles per gallon, and environmental degradation from road runoff and air pollution, citizens still have to make the case for public transportation.

I am a 25-year resident of Somerville. East Somerville seemed to be The Neighborhood that Planners Forgot. Lo and behold, my neighbors are not neglectful of what we need to make our lives economically viable. We need public transportation, and we know where it should go: Assembly Square.

It makes such good sense to put an Orange Line stop at the Assembly Square complex. It would bring business in without adding to congestion. It would increase the value of any development there. It would add to the solution of significant transportation problems without designing roads first and neighborhoods later.

Please make sure that an MBTA stop is included in any transportation planning for East Somerville and the metropolitan area.

Sincerely,

Anna M. Warrock
29 Josephine Ave.
Somerville 02144

Commenter:	Janine Fay, Resident of Somerville (February 27, 2002)
Type of Comment:	Project Specific
Abstract of Comment:	Ms. Fay supports the Orange Line MBTA stop at Assembly Square because of the opportunities it will bring. She agrees that the station should be completed prior to the highway improvements. She also supports the extension of the Green Line to Union Square. She would like to see more pedestrian and bicycle projects and alternatives to automobile use should be encouraged.
MPO Response:	The MBTA supports the Assembly Square Orange Line Station and is actively working with the City of Somerville to identify possible funding sources including innovative financing under the Transportation Infrastructure Finance and Innovation Act (TIFIA) program. This project is included in the recommended list of projects for the 2000-2025 Transportation Plan Update. The 2000-2025 Transportation Plan Update includes the Green Line extension to Medford Hillside. A station in Union Square is included in the Universe of Projects, a list of all projects that were considered for inclusion in the Plan. The MBTA is currently working to update its Program for Mass Transportation (PMT). The PMT serves as the MBTA's long-range capital improvement program but it is unconstrained from a financial perspective. The analysis of projects for the PMT will influence both future RTPs as well as the MBTA five-year capital program. In addition, the MPO anticipates that the Unified Planning Work Program will have a study to consider the alignment of the Green Line Extension. Existing bicycle and pedestrian projects are described in Chapter 7 of the 2000-2025 Transportation Plan Update. Proposed pedestrian and bicycle projects are not considered regionally significant and are not specifically listed in the Transportation Plan. These types of projects are included in the Transportation Improvement Program.

Anne McGahan

From: "jfay" <jfay@gis.net>
To: <mcgahan@ctps.org>
Sent: Wednesday, February 27, 2002 6:02 PM
Subject: Comment from the public

Dean Anne McGahan,

I live in Somerville, 2 blocks from McGrath highway. I use the Orange line every day to get to work and I love it. I support a T stop at Assembly Square for all opportunities it will offer people and businesses. And having it fully funded before increasing road capacity to McGrath seems like a good idea, given how the force that builds highways doesn't appear to care about what is good for people e.g.I-93.
I also live 2 blocks from Union Square and support the green line extension here.
I walk and bike as much as I can, so I would like to see more pedestrian paths and bikeways.
This is a really critical time for our planet. It seems so obvious to me that cities have to encourage non-auto transportation in order to make up for the heavy toll we're putting on the earth, being all bunched up here together. Especially in Somerville.
Thank you for your work.
Sincerely,
Janine Fay
43 Munroe Street
Somerville 02143

Public Comments and MPO Responses From Winter 2002 Outreach

Commenter:	Marjorie Polster, Resident of Somerville (February 27, 2002)
Type of Comments:	Project Specific
Abstract of Comments:	Ms. Polster supports a fully-funded Assembly Square MBTA stop, constructed prior to improvements on McGrath Highway that might increase traffic. She comments that this would stimulate the kind of mixed-use development that Somerville needs for economic vitality. She also says that the Route 28 corridor needs to be redesigned considering residential interests, not developers. Big box development will increase traffic congestion and pollution without benefits for residents. She adds that decisions on these issues will affect the lives of many people.
MPO Response:	The MBTA supports the Assembly Square Orange Line Station and is actively working with the City of Somerville to identify possible funding sources including innovative financing under the Transportation Infrastructure Finance and Innovation Act (TIFIA) program. This project is included in the recommended list of projects for the 2000-2025 Transportation Plan Update. The I-93/Mystic Avenue interchange project is included in the recommended list of projects in the 2000-2025 Transportation Plan Update. The Regional Transportation Plan does not address the need for specific planning studies such as the re-examination of the Route 28 corridor. Such studies are more appropriately considered during the development of the MPO's annual Unified Planning Work Program, which occurs in the Spring and Summer and the Congestion Management System program. This request will be considered during the UPWP process.

Anne McGahan

From: "mjprjf" <mjprjf@rcn.com>
To: <mcgahan@ctps.org>
Sent: Wednesday, February 27, 2002 11:00 PM
Subject: MPO Plan comments

Dear Ms. McGahan:

I believe that is critical to the future well-being of Somerville that the MPO plan include a fully funded T-stop at Assembly Square, to be built before any projects are undertaken that will increase traffic on the McGrath Highway.

The local Route 28 corridor needs to be redesigned with the interests of the residents, not just the developers, in mind. Since Route 93 was built over Route 28 and through East Somerville, our community has suffered consequences that have never been mitigated. Now a number of big box developments are being planned that will further increase traffic congestion and pollution with no significant benefits to the residents.

A T-stop at Assembly Square would bring the kind of mixed-use development that Somerville needs to become a thriving, self-sufficient community. We are one of the mostly densely populated cities in the United States, and whatever decision is made on this matter will affect the lives of many, many people. It's time to do what's right in the long term for Somerville, rather than what suits the business interests of others.

Sincerely,

Marjorie Polster
31 Albion Street
Somerville

Public Comments and MPO Responses From Winter 2002 Outreach

Commenter:	John Bailes, Resident of Somerville (February 28, 2002)
Type of Comments:	Project Specific
Abstract of Comments:	Mr. Bailes indicates three priorities: 1) An Orange Line stop at Assembly Square, in concert with or prior to mixed use high density development with downtown parking ratios. This location is very desirable as it is only 1.5 miles from downtown Boston. 2) Green Line extension to Union Square. Depending on actual siting, it could service Inman Square, also. It will reduce traffic and would provide needed service for the Webster Street housing. He adds that another option might be to extend the Green Line to Davis Square to connect with the Red Line. 3) Bicycle and pedestrian-friendly improvements to Route 28. These improvements would bring the community together and provide opportunities for retail development.
MPO Response:	The MBTA supports the Assembly Square Orange Line Station and is actively working with the City of Somerville to identify possible funding sources including innovative financing under the Transportation Infrastructure Finance and Innovation Act (TIFIA) program. This project is included in the recommended list of projects for the 2000-2025 Transportation Plan Update. The 2000-2025 Transportation Plan Update includes the Green Line extension to Medford Hillside. A station in Union Square is included in the Universe of Projects, a list of all projects that were considered for inclusion in the Plan. The MBTA is currently working to update its Program for Mass Transportation (PMT). The PMT serves as the MBTA's long-range capital improvement program but it is unconstrained from a financial perspective. The analysis of projects for the PMT will influence both future RTPs as well as the MBTA five-year capital program. In addition, the MPO anticipates that the Unified Planning Work Program will have a study to consider the alignment of the Green Line Extension. Proposed pedestrian and bicycle projects are not considered regionally significant projects and are not specifically listed in the Transportation Plan. These types of projects are included in the Transportation Improvement Program.

Anne McGahan

From: "John Bailes" <jebailes@rcn.com>
To: "Anne McGahan" <mcgahan@ctps.org>
Sent: Thursday, February 28, 2002 12:10 AM
Subject: Somerville MPO Workshop Follow-up

Dear Ms. McGagan:

This is a follow-up to the great workshop we had over at the Tufts Cafeteria in Somerville earlier this month. There was quite a good turn out. We broke into three or four groups of about twenty that were facilitated by the MPO Staff. Conversation was lively in all groups. Many groups were unanimous in declarations for more mass transport and bringing the MBTA to Somerville, fixing up the dangerous and confusing traffic interchange where I-93, Mystic Avenue and Route 28 come together in East Somerville over by Assembly Square, and giving thought to a full plan for the Route 28 corridor from Wellington Circle to Leverett Circle with an aim toward creating it as parkway and connector rather than divider of the city.

My own priorities fall out like this:

1. I would like to see an MBTA stop (Orange Line) at Assembly Square even before further development happens here or in concert with a mixed use high density development with downtown parking ratios. The MBTA stop would go a long way toward making this desirable location, only 1.5 miles from downtown Boston, a viable high end development area and contribute big time to the future tax base of Somerville.

2. I would like to see an MBTA stop (Green Line) in Union Square. If this stop were on the Cambridge side of Union Square it could easily service Inman Square as well. It would go a long way toward reducing traffic in Union Square. Locals could commute more easily. And, with the planned development of Webster Street into higher density apartment/condominium housing traffic will only get more congested. A T stop would be very desirable, in fact a necessity. Union Square is more than a mile from Lechmere and Porter Square and bus service is spotty. A T stop would definitely be key.

A corollary to the Union Square T stop would be a continuation of the Green Line up to Davis Square where it could connect with the Red Line. This was certainly important to many people in my group.

3. Many people in our group were keen on seeing Route 28 made more human scale and pedestrian and bicycle friendly. Currently 28 divides Somerville and makes it extremely difficult to walk from East Somerville to Union Square or vice versa. A plan to develop this road into more of a main street cum boulevard would be deeply appreciated and serve the community well. It could bring people together rather than keeping us apart as well a provide an further opportunity for retail development.

Thank you for listening and providing the opportunity to give input to the process. The staff did a great job at the workshops. I look forward to participating further in the process.

Sincerely,

John Bailes

John Bailes
76 Columbus Avenue
Somerville Massachusetts 02143

617.759.4797

jebailes@rcn.com

Public Comments and MPO Responses From Winter 2002 Outreach

Commenter:	D. Finlay, Resident of Somerville (February 28, 2002)
Type of Comments:	Project Specific
Abstract of Comment:	The Orange Line MBTA stop at Assembly Square is very important. An example is the benefits experienced in the neighborhood near Porter Square after those improvements were constructed. The MBTA stop should be fully funded in advance of roadway construction.
MPO Response:	The MBTA supports the Assembly Square Orange Line Station and is actively working with the City of Somerville to identify possible funding sources including innovative financing under the Transportation Infrastructure Finance and Innovation Act (TIFIA) program. This project is included in the recommended list of projects for the 2000-2025 Transportation Plan Update.

Anne McGahan

From: <DPF9999@aol.com>
To: <mcgahan@ctps.org>
Sent: Thursday, February 28, 2002 12:36 PM
Subject: Orange Line & Assembly Square

Anne McGahan:
As a long time resident of Somerville, I write you now to impress upon you the need to have an Orange Line stop at Assembly Square.
My own house is near the Red Line stop at Porter Square and the impreovement the Porter Square station has brought to my neighborhood and the city overall is incalculable. I'm sure a similar thing would happen in East Somerville as the result of a station at Ass. Sq.
To ensure that plans for a new Ass. Sq. T station do not get sidetracked by future road developments it is crucial that the T station be fully funded before any new road projects are considered.
Truly yours,
D. Finlay
34 Willow Ave
Somerville, MA.

Commenter:	William Shelton, Resident of Somerville (February 27, 2002)
Type of Comment:	Policy and Project Specific
Abstract of Comment:	The MPO should include the Orange Line station at Assembly Square and the Green Line Extension to Union in the Plan. He also asks that Route 28/38 roadway improvements be scheduled for implementation subsequent to construction of the Assembly Square station. He also strongly advocates an Urban Ring system that would not require changing modes. He supports investment in urban transit as it results in the best cost/benefit ratio. Construction of an Orange Line stop in Assembly Square is his highest priority. This is a prime site, close to Logan airport and to important business or academic centers. An Orange Line station would enable high-density, transit-related urban mixed-use development that could create 30,000 new jobs, $61 million in gross tax revenues and open space. He also asks that the Orange Line station construction precede the I-93/Route 28 intersection improvements. Transit investments will encourage the high-density development the community seeks and he estimates this transit-oriented development (sited locally instead of along Route 128 or I-495) would save 75 million vehicle miles per year. He says that big box development would only generate traffic. Regarding the proposed highway improvements, he notes that the project as promoted by Somerville does not provide for I-93 improvements, only improvements for Routes 28/38. He suggests that the proposed improvements would make the intersection more dangerous. He thinks that the $50 million cost estimate is also low and thinks that a piecemeal approach to implementing improvements will exacerbate the problems. Mr. Shelton notes that the Green Line Extension has been promised for forty years. He explains that a Green Line station would provide two important benefits: transit opportunities for low-income residents who need transportation to employment destinations, and more jobs in the neighborhood (as it would stimulate economic development). He appreciates that the MPO has developed guiding policies, but suggests that they were not uniformly applied. He complimented MPO staff on its public participation program and the quality of information exchanged.
MPO Response:	The MBTA supports the Assembly Square Orange Line Station and is actively working with the City of Somerville to identify possible funding sources including innovative financing under the Transportation Infrastructure Finance and Innovation Act (TIFIA) program. This project is included in the recommended list of projects for the 2000-2025 Transportation Plan Update. The I-93/Mystic Avenue interchange project is included in the recommended list of projects in the 2000-2025 Transportation Plan Update. Phase I of the Urban Ring project is included in the recommended list of projects included in the 2000-2025 Regional Transportation Plan Update and assumes 80% of the necessary funding will be provided through a congressional earmark in the § 5309 Bus Program. Phases 2 and 3 are included as an illustrative project. An illustrative project is not in the recommended plan because there is not now sufficient revenue to fund it. However, if funds become available, they may be included in a future update of the Plan.

Commenter:	William Shelton, Resident of Somerville (February 27, 2002) **(cont.)**
Type of Comment:	Policy and Project Specific
MPO Response (cont.):	The 2000-2025 Transportation Plan Update includes the Green Line extension to Medford Hillside. A station in Union Square is included in the Universe of Projects, a list of all projects that were considered for inclusion in the Plan. The MBTA is currently working to update its Program for Mass Transportation (PMT). The PMT serves as the MBTA's long-range capital improvement program but it is unconstrained from a financial perspective. The analysis of projects for the PMT will influence both future RTPs as well as the MBTA five-year capital program. In addition, the MPO anticipates that the Unified Planning Work Program will have a study to consider the alignment of the Green Line Extension.

William Shelton
65 Boston Street
Somerville, MA 02143

February 27, 2002

MAR -1 2002

Anne McGahan
Central Transportation Planning Staff
10 Park Plaza, Suite 2150
Boston, MA 02116

Re: Transportation Plan Comments

Dear Ms. McGahan:

Thank you for the opportunity to comment on the Boston MPO's update of the Transportation Plan. I would like to compliment CTPS staff for the depth and breadth of your efforts to promote public participation. I have attended three of your meetings in communities for which you plan, and I have been deeply impressed with the quality of the information exchanged in both directions.

I also greatly appreciate CTPS/MPO's articulation of the twelve principles guiding development of the plan. As both a professional and a consumer of transportation services, they impress me as exactly the right criteria for making investment decisions. The following comments are guided by these principles. Indeed, I believe that an objective application of them would yield the priorities that I will suggest.

I bring three perspectives to the plan: (1) I worked for many years as a specialist in local and regional economic development. (2) More recently, I have served as a senior manager in several successful Boston-area start-up corporations and seen how transportation issues have affected our ability to attract and retain good staff, manage occupancy costs; and promote staff productivity. (3) I am a long-time resident of Somerville and see both the hardships created for low-income people by inadequate transportation resources and the extraordinary economic potential that infrastructure investment could create here.

Orange Line/Route 28

Based on each of these perspectives, construction of an Orange Line in Assembly Square is, far and away, my highest priority. Assembly Square is the best large-scale

development site remaining in Grater Boston. It is ten minutes from the financial district, Harvard, MIT, and Logan Airport. Passing through it are three commuter rails, the Orange Line, Massachusetts' most traveled highway I-93, Route 28, and the Mystic River, with access to Boston Harbor.

Squandering this $6 billion worth of transportation infrastructure on big-box retail or suburban-style development would be grossly irresponsible. Constructing an Orange Line station would enable high-density, transit-related urban mixed-use development that could create 30,000 new jobs, $61 million in gross tax revenues for the City of Somerville, and 30 acres of open space.

I am aware that our Mayor has sought to influence the MPO and mobilize some of our legislative delegation to do the same, in favor of preceding Orange Line investment with improvements on the interchange between Routes 28 and 38. There are several grave problems with this approach and the reasoning supporting it.

In the draft plan, this project was described as improvements to the I-93/Route 28 intersections. The only relationship of the proposed improvements with I-93 is that the intersection is located beneath it. The plan that the Mayor has advocated involves no improvements to I-93, nor its ramps. Accordingly, communications stating that 133,000 trips per day pass through this intersection are mistaken. That is the number for I-93. State counts for Route 28 at that point average around 48,000 trips per day.

The strongest argument for early funding of the 28/38 improvements is that the intersection is dangerous, with the third highest accident rate in the state. In fact, the improvements as proposed could make it more dangerous. A leading cause of accidents there is that motorists traveling North on Route 28 who want to turn right onto Middlesex Avenue to enter Assembly Square must interweave over a short distance with motorists exiting I-93 North who want to turn right onto Route 28 North. The proposed plan would shorten the distance within which this weave must take place, making the intersection more dangerous.

Proponents for the intersection improvements estimate its costs to be about $50 million. In fact, in 1994, then-Mayor Capuano's administration estimated the costs, based on the Vollmer study which is the source of the present proposal, to be about $108 million.

The ordering of transportation improvements will determine how Assembly Square is developed. Transit investments will encourage high-value high-density development. Road improvements will encourage the big boxes, proposed by developers, broadly opposed by Somerville residents, and stalled in litigation. Having worked for development corporations for 14 years, I can say that developers will not site high-value office space next to big boxes. It's not marketable, and big boxes would absorb the traffic capacity if it were. On the other hand, locating office development in Assembly Square rather than along 128 and 495 would, conservatively, save 75 million vehicle miles per year.

By now, we have ample national examples of big box developers persuading jurisdictions to entitle them, and then generating traffic that obligates substantial new investments in infrastructure but for which those developments have neither the means to the legal obligation to pay. Let's learn from this experience.

Ultimately, it will be necessary to improve the Route 28 corridor, since EIRs for projects already submitted to MEPA but not constructed promise to more than double its traffic. I strongly encourage putting such investments in the later portions of the plan. However, the piecemeal approach represented by early investment in the 28/38 interchange would more likely exacerbate the problem rather than solve it.

Green Line Extension

This year marks the fortieth that an extension of the Green Line to Union Square has been planned for ten years into the future. Although Somerville bears the considerable burdens of the seven transit lines that cut its neighborhoods assunder, it does not enjoy the benefits. It pays far more in MBTA assessments than it receives in services.

Assembly Square is the commercial district for one of the city's two lowest-income neighborhoods. A Green Line station would make life much easier for low-income residents who have jobs outside the neighborhood, and it would stimulate economic development that would create many more jobs inside the neighborhood. Please commit to what we have been promised for forty years.

Urban Ring

The most elementary of analyses reveals that investment in urban transit produces a benefits-to-cost ratio that is an order of magnitude greater than equivalent investment in suburban transit. Diverting investment from the Urban Ring to suburban projects grossly increases the amount of investment that will ultimately be required on a net-present-value basis, while denying opportunity to those who most need it.

I strongly advocate for construction of the urban ring, involving no mode changes. Developing the ring with mode changes would be an exercise in ritual rather than an improvement in reality, and a waste of precious transportation dollars.

Finally, I genuinely appreciate this opportunity to comment. I look forward to seeing the results of your enormous effort.

Sincerely,

Bill Shelton

William Shelton

Public Comments and MPO Responses From Winter 2002 Outreach

Commenter:	Anne Tate, Resident of Somerville (February 28, 2002)
Type of Comment:	Project Specific
Abstract of Comment:	The MPO should give the Assembly Square and Union Square transit stations the highest priority in planning and should proceed cautiously with capacity-adding roadway projects. She is concerned about climate change and believes that it is imperative to address the issue now. Transportation choices can have an impact. She proposes that transit be conveniently accessible in local neighborhoods and as part of new development. She adds that transit is affordable, equitable and environmentally responsible. She writes that increasing roadway capacity will result in more reliance on the automobile, creating more neighborhood, regional and global impacts. Ms. Tate promotes construction of a transit station at Assembly Square as an opportunity to maximize the value of existing tracks while minimizing development costs. She points out that numerous transit tracks create north/south travel corridors which reduce cross connections. For all the tracks there are virtually no transit services in Somerville.
MPO Response:	The MBTA supports the Assembly Square Orange Line Station and is actively working with the City of Somerville to identify possible funding sources including innovative financing under the Transportation Infrastructure Finance and Innovation Act (TIFIA) program. This project is included in the recommended list of projects for the 2000-2025 Transportation Plan Update. The 2000-2025 Transportation Plan Update includes the Green Line extension to Medford Hillside. A station in Union Square is included in the Universe of Projects, a list of all projects that were considered for inclusion in the Plan. The MBTA is currently working to update its Program for Mass Transportation (PMT). The PMT serves as the MBTA's long-range capital improvement program but it is unconstrained from a financial perspective. The analysis of projects for the PMT will influence both future RTPs as well as the MBTA five-year capital program. In addition, the MPO anticipates that the Unified Planning Work Program will have a study to consider the alignment of the Green Line Extension. The 2000-2025 Transportation Plan Update does not currently include air quality issues, such as greenhouse gases, that go beyond federal regulations. This information will be considered in future Transportation Plans. The MPO would appreciate it if you could provide us with information on this issue.

Anne McGahan

From: <Aneltama@aol.com>
To: <mcgahan@ctps.org>
Sent: Thursday, February 28, 2002 11:03 AM
Subject: Transpotation MPO - Somerville

Dear Ms. McGahan:

I am writing as an interested Somerville resident and as a professional planner to strongly support the development of transit stops in Somerville.

I am writing this now, on another sunny day in the warmest winter in our history. I am personally very disoriented by all this "great weather" and concerned about the effects this drought will have later. It is impossible, as we run out for the paper in shirtsleeves in February, to ignore the effects of global climate change. They are no longer abstract or remote in time or place. It is here now and it is time to do everything we responsibly can to address its causes. The transportation choices facing this region are critical. We must do everything possible right now to create the infrastructure to responsibly accommodate out travel needs in the future. Whenever possible we should first make transit viable convenient and accessible to our local neighborhoods and to new development sites. It is the affordable, equitable and environmentally responsible solution to the region's needs.

I spent 12 years living in Cambridge relying heavily on transit for my transportation, including my commute three days a week to Providence. For most of that time, I did not own a car. Good transit access is what characterizes a great metropolis. By T, train or bike I had access to everything Boston had to offer without the cost, parking issues or environmental damage of the car. Boston is fortunate to have a great system to extend and expand upon. But not everyone is linked to the system.

The physical character of Somerville is sharply defined by the number of train tracks running through it creating corridors of movement north and south with rare and sometimes obscure cross connections. I was amazed on moving to Somerville to realize that for all these tracks there were virtually no transit services. In 1998, at the request of Rep. Pat Jehlen, I gave a talk to Somerville residents on the issues and opportunities of planning as they could apply to Somerville. The two major topics of interest to the assembled citizens were the lack of transit in Somerville, and the regional injustice this represented and the underutilization of the Assemble Square site. These two issues together could be addressed with a T stop on that site. This rare opportunity combines maximum impact with minimal development cost as existing lines cross a site now ripe for major redevelopment.

Please give the T stops at Assembly Square and Union Square the highest priority in your planning. Please be cautious and responsible in considering any increases in capacity for our roadways which will inevitably promote more reliance on cars, we should not burden local neighborhoods with the effects

of more cars and we cannot conscience the regional and global impacts of more automobile dependence.

Thank you for your careful and responsible planning for our region.

Anne Tate
140 Sycamore Street
Somerville

Architect and Planner
Associate Professor of Architecture
Rhode Island School of Design

Commenter:	Somerville Chamber of Commerce (February 28, 2002)
Type of Comment:	Project Specific
Abstract of Comment:	The Somerville Chamber of Commerce recommends four important projects for inclusion in the Plan: the Assembly Square Orange Line Station ($20 million funding by the MBTA), the safety and access improvements to the Mystic Avenue/I-93 interchange (will reduce fatalities and provide better auto, bicycle, and pedestrian access and allow higher levels of redevelopment), the Green Line extension (with continuing study of specific route), and the Urban Ring Phase 2.
MPO Response:	The MBTA supports the Assembly Square Orange Line Station and is actively working with the City of Somerville to identify possible funding sources including innovative financing under the Transportation Infrastructure Finance and Innovation Act (TIFIA) program. This project is included in the recommended list of projects for the 2000-2025 Transportation Plan Update. The I-93/Mystic Avenue interchange project is included in the recommended list of projects in the 2000-2025 Transportation Plan Update. The 2000-2025 Transportation Plan Update includes the Green Line extension to Medford Hillside. A station in Union Square is included in the Universe of Projects, a list of all projects that were considered for inclusion in the Plan. The MBTA is currently working to update its Program for Mass Transportation (PMT). The PMT serves as the MBTA's long-range capital improvement program but it is unconstrained from a financial perspective. The analysis of projects for the PMT will influence both future RTPs as well as the MBTA five-year capital program. In addition, the MPO anticipates that the Unified Planning Work Program will have a study to consider the alignment of the Green Line Extension. Phase I of the Urban Ring project is included in the recommended list of projects included in the 2000-2025 Regional Transportation Plan Update and assumes 80% of the necessary funding will be provided through a congressional earmark in the § 5309 Bus Program. Phases 2 and 3 are included as an illustrative project. An illustrative project is not in the recommended plan because there is not now sufficient revenue to fund it. However, if funds become available, they may be included in a future update of the Plan.

Anne McGahan

From: "Stephen Mackey" <svmackey@earthlink.net>
To: <mcgahan@ctps.org>
Sent: Thursday, February 28, 2002 3:00 PM
Subject: Somerville

February 28, 2002

Dennis Dizoglio
Chair, Transportation Planning and Programming Committee
c/o Anne McGahan
Central Transportation Planning Staff
State Transportation Building
10 Park Plaza #2150
Boston, MA 02116

Re: Draft of the Transportation Plan for the Boston Region

Dear Mr. Dizoglio:

The following four transportation projects are important to the Somerville Chamber of Commerce and should be in the *Regional Transportation Plan Update*:

1. Assembly Square Orange Line station. This project is in the Plan Update but has no public funding designated at this time. The City of Somerville and the MBTA are working with a private developer on a feasibility study for this project. It will allow higher levels of redevelopment in the Assembly Square district, on currently neglected brownfield sites. I support full public funding for this project at an estimated $20 million.

2. Safety and access improvements to the Mystic Avenue/I-93 interchange. This project scores well on the policies developed to guide the Transportation Plan but has been removed from this draft. It will reduce fatalities and provide better local access for pedestrians, bicycles and cars from East Somerville to Assembly Square. It will also allow higher levels of redevelopment in the Assembly Square district, on currently neglected brownfield sites. It should be restored to the final Plan Update with $50 million in funding.

3. Green Line extension. This project is in the Plan Update at $150 million but as planned does not serve Union Square. The project should remain in the Plan Update but acknowledge that further study is required to identify a specific route for the service.

4. Urban Ring Phase 2. Phase 1 of the Urban Ring is in the Plan Update. We support adding Phase 2 to the Plan Update with a cost based on the findings of the Major Investment Study.

All four of these projects are identified in the *2000 Assembly Square Planning Study* as important improvements required for the redevelopment of the Assembly Square district. They are also important improvements for the region as a whole. I would construe any inclination on the part of the MPO to follow any local opinion other than the official opinion of the City of Somerville, as an affront to the

citizens of Somerville. Somerville's city administration and board of aldermen have unanimously supported this approach.

Sincerely,

Stephen V. Mackey

President/CEO

Stephen Mackey
Somerville Chamber of Commerce
2 Alpine Street, P.O. Box 343
Somerville, MA 02144
v 617-776-4100
f 617-776-1157
svmackey@earthlink.net

Commenter:	Jane Bestor, Resident of Somerville (February 28, 2002)
Type of Comments:	Policy and Project Specific
Abstract of Comment:	Ms. Bestor highlights several projects as important for Somerville and the region: Orange Line station at Assembly Square (first priority and taking advantage of existing rapid transit infrastructure); new mass transit infrastructure connecting Cambridge and Medford, via Somerville; highway improvements for the McGrath corridor; and the Urban Ring. In its treatment of these projects, the Plan will affect Somerville's capacity for development, air quality, and livability. She notes that the Orange Line station at Assembly Square is vital for high-density, transit-oriented mixed-use development that is needed for Somerville's tax base, jobs and open space. The Cecil study reports that the station should be completed earlier than highway improvements in the area to achieve the desired type of development. A piecemeal approach to improvements to Route 28 will not be able to address the real issues or provide the best solution, since the issues are related to both capacity and livability. The area needs comprehensive planning, incorporating transit needs and community issues. One of the most important things the MPO can do is to implement rail-based transit on the entire Urban Ring. It is not only a needed service, it is symbolic of a united broader community, and is needed so that all areas are easily accessible. The public review process for the Plan stimulates more effective and higher quality planning by the City of Somerville.
MPO Response:	The MBTA supports the Assembly Square Orange Line Station and is actively working with the City of Somerville to identify possible funding sources including innovative financing under the Transportation Infrastructure Finance and Innovation Act (TIFIA) program. This project is included in the recommended list of projects for the 2000-2025 Transportation Plan Update. The 2000-2025 Transportation Plan Update includes the Green Line extension to Medford Hillside. A station in Union Square is included in the Universe of Projects, a list of all projects that were considered for inclusion in the Plan. The MBTA is currently working to update its Program for Mass Transportation (PMT). The PMT serves as the MBTA's long-range capital improvement program but it is unconstrained from a financial perspective. The analysis of projects for the PMT will influence both future RTPs as well as the MBTA five-year capital program. In addition, the MPO anticipates that the Unified Planning Work Program will have a study to consider the alignment of the Green Line Extension. Phase I of the Urban Ring project is included in the recommended list of projects included in the 2000-2025 Regional Transportation Plan Update and assumes 80% of the necessary funding will be provided through a congressional earmark in the § 5309 Bus Program. Phases 2 and 3 are included as an illustrative project. An illustrative project is not in the recommended plan because there is not now sufficient revenue to fund it. However, if funds become available, they may be included in a future update of the Plan. The I-93/Mystic Avenue interchange project is included in the recommended list of projects in the Plan Update. The Regional Transportation Plan does not address the need for specific planning studies such as the re-examination of the Route 28 corridor. Such studies are more appropriately considered during the development of the MPO's annual Unified Planning Work Program, which occurs in the Spring and Summer. This request will be considered during the UPWP process.

From: bestor@attglobal.net
Reply-To: bestor@attglobal.net
To: publicinformation@ctps.org
Date: Thu, Feb 28, 2002, 2:45 PM
Subject: comments on Regional Transportation Plan

Central Transportation Planning Staff
Attention: Anne McGahan
10 Park Plaza, Suite 2150, Boston, MA. 02116
publicinformation@ctps.org

Dear Ms. McGahan,

The people of Somerville who know about the work of your office are deeply grateful for your effort to involve communities, and not just local governments but ordinary citizens, in transportation planning for the region.

Although Somerville is the densest city in Massachusetts and among the least well served by public transportation in the Greater Metropolitan District, some of the responsibility for this situation must lie with city government. By opening up the draft process of the Regional Transportation Plan for public scrutiny, you are enabling citizens to push their officials to pay more attention to the importance of transportation in affecting economic development, livability, and the quality of the environment. In the way you rate projects you can also hold our officials responsible for a higher standard of planning. This point is crucial. You should not cave in to pressure but should rather force cities to meet those standards.

The key to good transportation planning for Somerville and our neighbors is the vision that coupled work on the Central Artery with the addition of mass transit facilities. Without a new emphasis on mass transit, the new capacity created by the Central Artery project will quickly be used up and the arterial highways will be clogged with congestion. To avoid these problems, transportation planners hoped to move people off roads and to convert clogged arterials into parkways while the project was underway. So far this has not happened. I hope that your office will work to make this happen. Perhaps the single most important thing you can do is hold to the vision of the Urban Ring and its final goal of developing rail-based transit all the way around the Ring. It is central to the environmental, community, civic and economic well-being of the Greater Boston Area. It is also deeply symbolic. We are one big interdependent community, but the reality of that fact has been lost through deep-seated racial, ethnic, and class tensions. Nothing could both symbolize our interdependence and make community a more potent living reality than making all the parts easily accessible to one another. I went to Roxbury last week for the first time--to hear a concert. I would not have gone if I could not have gone on the T. Now that I know how to do it I'll keep going back.

In the context of planning around the Big Dig, Somerville and the Greater Metropolitan District both stand to benefit from:
(1) exploitation of existing mass transit infrastructure at Assembly

Square,
(2) the development of new mass transit infrastructure connecting Cambridge and Medford via Somerville,
(3) highway improvements that would convert the McGrath Corridor into the kind of parkway or boulevard envisaged by transportation planners in relation to the Central Artery Project, and (4) better public transportation to serve the whole ring of people and land areas surrounding the Boston core. Thoughtful planning from the perspective of the whole urban ring would bring better service to many that have been left under-served previously and could also enhance the metropolitan
environment for both natural and human benefit.

An Orange Line T-stop at Assembly Square should take priority. All parties agree that it is
vital for the development of the high-density, transit-oriented mixed use needed to boost significantly Somerville's tax base, jobs, and open space. The current plan postpones
this project indefinitely and has a place-holder of $5 million for a project estimated to cost $30-$50 million. Yet the Cecil Plan for Assembly Square asserts the vital importance of an Orange Line stop in the first phase of development in order to achieve higher
value land uses. The city is downplaying the T-stop relative to highway improvements because it has closely associated itself with Home Depot and IKEA. Pressure from developers is not conducive to wise transportation planning.

Highway improvements on I-93 and the McGrath Highway in Somerville are badly needed.
The plans currently under discussion focus on McGrath (Rte. 28), which is currently operating at nearly peak capacity, yet many development projects in the works in Somerville and surrounding towns promise to more than double its use. But a piecemeal approach that considers improvements only with respect to individual development projects coming on line, as the city is advocating, can neither cope with the scope of existing and potential problems nor produce a humane solution. The problems include both capacity and livability, which are not necessarily easy to reconcile. The Federal Government recognizes Somerville's significant air quality problem and highlights East Somerville as being particularly burdened. Wise planning for McGrath will require a substantive and comprehensive approach developed in cooperation with increased transit and the concerns of surrounding communities.

An extension of the Green Line from Lechmere, in Cambridge, to Medford is important for lots of reasons, not least its contribution to the Urban Ring. I think that it would be great to include Union Square, but perhaps on a branch line. The problem needs a lot of study and planning.

At issue in the Regional Transportation Plan, especially in its provisions for mass transit, is Somerville's capacity for economic development, our air quality, and the livability of our city.
Our neighbors have similar stakes at risk.

In the Middle Ages and well into the Renaissance, support for roads was

meritorious. In his biography of the Catholic saint, Thomas More, Richard Marius writes that More's father, John More, left forty pounds for the repair of a stretch of highway near a town where the More family held some land. He gave the money for the sake of his soul and for the soul of the man from whom he had received the money. The public has lost sight of any associations between giving for transportation and work for salvation or moral well-being, perhaps because we give in the form of taxes and rely on bureaucracies to plan the routes and forms of travel. But in fact both the physical and moral well-being of communities hinges in many more ways than most people suspect on good transportation planning. You and your staff carry a great deal of responsibility. I wish you all great vision and the power to withstand every sort of purely self-interested pressure.

With thanks,
Jane Bestor
28 Tower Street
Somerville, MA 02143
(617) 666-2542
bestor@attglobal.net
jbestor@fas.harvard.edu

P.S. I have included an attachment with the letter in case you prefer to read it that way.

Public Comments and MPO Responses From Winter 2002 Outreach

Commenter:	Greg Hill, Resident of Somerville (February 28, 2002)
Type of Comments:	Project Specific
Abstract of Comment:	Mr. Hill supports a fully funded MBTA Orange Line station at Assembly Square and a complete, community-oriented re-study and re-design of the Route 28 corridor. Both are urgent. Traffic congestion and carbon-monoxide emissions would increase. Somerville already has serious carbon monoxide pollution.
MPO Response:	The MBTA supports the Assembly Square Orange Line Station and is actively working with the City of Somerville to identify possible funding sources including innovative financing under the Transportation Infrastructure Finance and Innovation Act (TIFIA) program. This project is included in the recommended list of projects for the 2000-2025 Transportation Plan Update. The Regional Transportation Plan does not address the need for specific planning studies such as the re-examination of the Route 28 corridor. Such studies are more appropriately considered during the development of the MPO's annual Unified Planning Work Program, which occurs in the Spring and Summer. This request will be considered during the UPWP process. The Air Quality Conformity Determination for the 2000-2025 Transportation Plan Update includes carbon monoxide emissions from mobile (on-road) sources in the Somerville area.

Anne McGahan

From: <gwhill@fas.harvard.edu>
To: <Mcgahan@ctps.org>
Sent: Thursday, February 28, 2002 4:52 PM
Subject: Comments/Boston MPO Plan Update

Ms. McGahan -

As a Somerville resident, I believe it's very important that an Orange Line MBTA stop at Assembly Square be fully funded, and proceed before any projects delivering road capacity increases to the McGrath Highway.

The great increase in traffic congestion and carbon-monoxide fumes from traffic projects would add to already prohibitive and deadly levels; Somerville is already on Federal probation for carbon monoxide levels.

A complete community oriented re-study and re-design of the local Rte 28 Corridor should be done with the same urgency as the Assembly Sq. Orange Line T stop.

Thank you,

Greg Hill
1092 Broadway
Somerville, MA 02144

Commenter:	Lawrence Paolella, PE, Resident of Somerville (February 28, 2002)
Type of Comment:	Project Specific
Abstract of Comment:	The MPO should include the MBTA Assembly Square Orange Line project in the Plan and proceed with implementation as energetically and soon as possible. The station meets all of the MPO's policies. It is the single most important element in Somerville's growth and healthy future. The station would: transform an unproductive site to a healthy development; provide access to a safe and secure mode of travel; improve mobility for the 80,000 residents in the area; utilize a mode that produces less pollution and consumes less energy; connect with the Green Line, I-95, and the Mystic River; provide accessibility for a densely populated and diverse community; provide more equity for a community with many tracks and only one connection; modernize the existing asset; respond to strong public participation; stimulate transit-oriented, mixed use development, creating 30,000 jobs and $60 million in new tax revenues; preserve a historic site on the Mystic River; help the environment, provide jobs and boost the economy.
MPO Response:	The MBTA supports the Assembly Square Orange Line Station and is actively working with the City of Somerville to identify possible funding sources including innovative financing under the Transportation Infrastructure Finance and Innovation Act (TIFIA) program. This project is included in the recommended list of projects for the 2000-2025 Transportation Plan Update.

Mr. Dennis A. DiZoglio
Transportation Planning and Programming Committee
Ten Park Plaza, Suite 2150
Boston, MA 02116-3968

MAR -1 2002

February 28, 2002

RE: **Save Our City, Build a T-Stop at Assembly Square**

Dear Mr. DiZoglio:

Somerville is my home, my city and a great community to live, work and play. I appeal to you and the entire MPO Committee to include the funding, designing and building of an Assembly Square Orange Line station as soon as possible. Your decision will determine Somerville's future. I do not fully understand all of the MPO procedures but as an informed member of the Mystic View Task Force for three years I am certain that that a fully operational Assembly Square Station is the single most important ingredient to our cities thoughtful growth and healthy future.

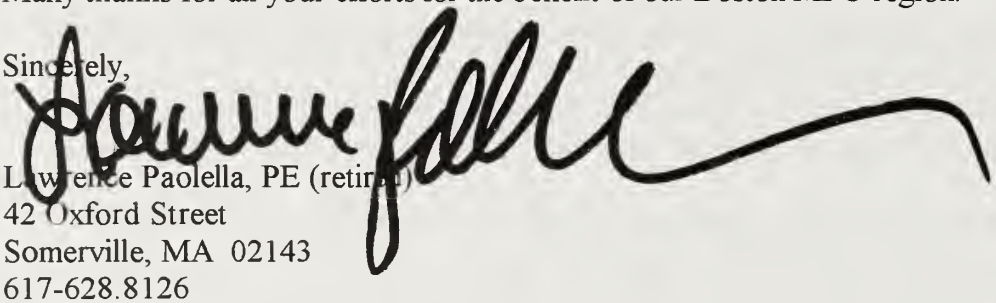
I and other MVTF members recently have attended your committee meetings, the Everett/MVTF Somerville public meeting and the very successful Somerville MPO Draft Update for RTP and Draft Public Involvement Program and reviewed the draft Boston MPO Transportation Plan 2000-2025. Based on my personal knowledge and experience and review of the twelve guiding Principles and Policies contained in the Draft, I conclude the Assembly Square Orange Line Station fully meets all twelve Principles and Policies:

Policy #1-Support Land Uses. Transform unproductive post-industrial site to a healthy successful addition to our city and region in the 21st century.
Policy #2-Safety and Security. There is not safer and secure way to efficiently transport so many people as the use of heavy rail. The track is paid for, on grade and ready to build.
Policy #3-Improve Mobility. Mobility will be greatly increased for most of the 80,000 rich and poor residents of Somerville and the region.
Policy #4-Minimize Pollution/Conserve Energy. Electric powered heavy rail moves people/mile causing the lowest pollution at the lowest energy consumption.
Policy #5-Improve Connections Among Modes. The Orange Line is the transit spine of the Greater Boston region with connections to the Green Line and convenient transfers to other lines and commuter lines. The AS Station also will be aligned with the I-95 Highway with future direct ramp connection and the very accessible adjacent Mystic River with 600 feet of the proposed AS Station.
Policy #6- Accessible System to All. Again, Somerville is the most densely and ethnical and diverse city in the Commonwealth. This new station will be a lynch pin to the region.
Policy #7-Sharing of Benefits/Burdens. Somerville has more track/gross land area within its boarders and the least connected for its environment, economic or resident safety benefits.

Policy #8-Preservation/Modernization of System. The track is in use running through the AS site, build the new Station and you will immediately preserve and modernize an existing asset.
Policy #9-Promote Public Involvement. The MVTF is the direct out growth of local resident involvement in the planning and development of the Assembly Square 145 riverfront area for the benefit of all the people of Somerville. And good transit based development is a very key factor. We the public, the people of Somerville have made their voices heard. Check your attendance records for your recent region wide outreach meetings.
Policy #10-Strengthen Economic Opportunities. The AS station will be the catalyses for a truly urban transit supported mixed-use addition to our city and the region. I will encourage the creation of 30,000 jobs, $60 million in new tax revenues and increase access and use of the existing and added public open space.
Policy #11. Preserve Community Resources/Character. AS is a historic site on the wonderful Mystic river. Lets preserve, honor and protect our history and natural resources.
Policy #12-Efficient/Effective Financial Resources. Wow, here at AS is a win-win for the entire region. The major transit infrastructure is in place and the river is begging to be used. The environment is screaming for relieve from tonic waste from over use of autos and surface parking lots. Now add the new jobs for the current and future economy and the net positive cash flow back into the regional pockets of the people and businesses.

Please use all your energy and talent to move the MPO process to complete the much-needed Assembly Square Station on the Orange Line to a successful completion. Many thanks for all your efforts for the benefit of our Boston MPO region.

Sincerely,



Lawrence Paolella, PE (retired)
42 Oxford Street
Somerville, MA 02143
617-628.8126
www.the-ville.com/mysticview

Public Comments and MPO Responses From Winter 2002 Outreach

Commenter:	David Dahlbacka, Resident of Somerville (February 28, 2002)
Type of Comment:	Project Specific
Abstract of Comment:	Reparations are due Somerville for decades of neglect in transit services. He says that this is an issue of equitable sharing of benefits and burdens. He calls for full funding for an MBTA Orange Line stop in Assembly Square, the Green Line extension to Medford Hillside with an Union Square stop and full funding for light-rail Urban Ring with stops in east Somerville and Assembly Square. Somerville's trolley car system was discontinued and it now has only one subway stop. It hosts five commuter rail lines and a highway through a low income section of Somerville (East Somerville) and there are no rail or rapid transit stops there. It has been promised the Green Line extension for many years, including recent commitments as part of the Central Artery project.
MPO Response:	The MBTA supports the Assembly Square Orange Line Station and is actively working with the City of Somerville to identify possible funding sources including innovative financing under the Transportation Infrastructure Finance and Innovation Act (TIFIA) program. This project is included in the recommended list of projects for the 2000-2025 Transportation Plan Update. The 2000-2025 Transportation Plan Update includes the Green Line extension to Medford Hillside. A station in Union Square is included in the Universe of Projects, a list of all projects that were considered for inclusion in the Plan. The MBTA is currently working to update its Program for Mass Transportation (PMT). The PMT serves as the MBTA's long-range capital improvement program but it is unconstrained from a financial perspective. The analysis of projects for the PMT will influence both future RTPs as well as the MBTA five-year capital program. In addition, the MPO anticipates that the Unified Planning Work Program will have a study to consider the alignment of the Green Line Extension. Phase I of the Urban Ring project is included in the recommended list of projects included in the 2000-2025 Regional Transportation Plan Update and assumes 80% of the necessary funding will be provided through a congressional earmark in the § 5309 Bus Program. Phases 2 and 3 are included as an illustrative project. An illustrative project is not in the recommended plan because there is not now sufficient revenue to fund it. However, if funds become available, they may be included in a future update of the Plan.

February 28, 2002

FEB 28 2002

Central Transportation Planning Staff
Attention: Anne McGahan
10 Park Plaza, Suite 2150
Boston, MA. 02116

Dear Ms. McGahan:

I would like to thank the Boston MPO for the opportunity to review the DRAFT *BOSTON MPO TRANSPORTATION PLAN 2000-2025*.

To me, the most important single issue that must be addressed in the SHORT TERM is equitable sharing of benefits and burdens (MPO Policy #7). Somerville was deprived of its fine trolley car system decades ago and now only has one subway stop (in West Somerville). It is cut apart by five commuter rail lines and a superhighway that pass through East Somerville, which is the poorer section of Somerville. There are no subway or commuter rail stops in East Somerville (Policy #6).

Reparations are due Somerville for decades of neglect. In 1962, a Green Line extension was proposed that would go to Medford Hillside via Union Square, a key multiethnic neighborhood in Somerville (Policy #6). It was proposed again in 1973, and again in 1984. Now it is on the list of mitigations required by the Federal government in exchange for its support for the Big Dig. Yet in the current plan, the earliest ANY transit improvements are proposed for Somerville is 2010!

In partial reparation for almost a half century of neglect, and under Policies #6, #7, and #10, I call for the following:

1) Full funding for an Orange Line T-stop in Assembly Square, a key economic growth area.
2) Full funding for the Green Line extension to Medford Hillside with a Union Square T-stop.
3) Full funding for a light-rail Urban Ring segment with stops in East Somerville and in Assembly Square.

The State of Massachusetts owes Somerville. It's time to give something back.

Sincerely,

David Dahlbacka

David Dahlbacka
25 Hancock Street
Somerville MA 02144
617-776-0945

Commenter:	Jane Sauer, Resident of Somerville (February 28, 2002)
Type of Comment:	Policy and Project Specific
Abstract of Comment:	Ms. Sauer comments on several sections of the Draft Plan Update. Regarding Policy 7, Equitable Sharing of the Transportation System's Benefits and Burdens, she says that Somerville bears the burden of regional transportation facilities, but gets no benefits. She explains that Somerville's neighborhoods are separated by rail lines that provide no direct service. Bridges over the lines are often closed for repair. I-93 divides the city and creates air quality and noise impacts. Pollution from this traffic, combined with that at the Route 28/38 intersection, create serious air quality standard violations. The city has only one subway stop and bus service is poor, yet the city pays one of the highest MBTA assessments. Somerville is the most densely populated city in New England and could use better transportation. She also suggests the following: regarding Policy 6, Transportation Accessible to All People, the MPO should examine how well East Somerville qualifies under this policy for consideration for improvements; regarding Policy 9, Promoting Public Involvement, the MPO ought to hold a public involvement meeting in East Somerville and present enough information in a clear presentation; regarding Policy 10, Strengthening Economic Opportunities, there are several projects the MPO should support: Assembly Square is targeted for economic development and an Orange Line MBTA Stop there is the key to its development. More money should be provided to construct the station. Somerville needs to create local jobs. Somerville has more than 80,000 residents and one rapid transit stop while Cambridge has six. The Urban Ring (rail mode) will also help make the Assembly Square area viable. The current proposal for improvements to Routes 28/38 would not solve the problems. However, new access from McGrath Highway is reasonable to provide a direct local connection to an Assembly Square Orange Line station. Medford Hillside Green Line has been recommended many times since 1962 and is currently required transit mitigation as part of the Central Artery project. Ms. Sauer wonders why it hasn't been implemented. She supports right of way options that would serve Union Square, which she says should be a destination. The Union Square area of Somerville is very ethnically diverse. The businesses in the area would thrive if accessible by the Green Line. Ms. Sauer would like to know where the air quality measurements are taken for Somerville. Many homes and businesses are near I-93, Broadway, and McGrath Highway. She believes that Somerville is on probation for compliance with federal standards for carbon monoxide. With such poor public transportation, people with cars must drive and many people simply drive through Somerville. Ms. Sauer enclosed two attachments: a printout of the description of projects in the 1995 Base Case Scenario and the Projects Included in the Transportation Plan; and her table,"Boston MPO Plan 2001, Projects included in the Transportation Plan, Appendix A", as an example of a clear way to present information.

Commenter:	Jane Sauer, Resident of Somerville (February 28, 2002) **(cont.)**
Type of Comment:	Policy and Project Specific
MPO Response:	The MBTA supports the Assembly Square Orange Line Station and is actively working with the City of Somerville to identify possible funding sources including innovative financing under the Transportation Infrastructure Finance and Innovation Act (TIFIA) program. This project is included in the recommended list of projects for the 2000-2025 Transportation Plan Update. Phase I of the Urban Ring project is included in the recommended list of projects included in the 2000-2025 Regional Transportation Plan Update and assumes 80% of the necessary funding will be provided through a congressional earmark in the § 5309 Bus Program. Phases 2 and 3 are included as an illustrative project. An illustrative project is not in the recommended plan because there is not now sufficient revenue to fund it. However, if funds become available, they may be included in a future update of the Plan. The I-93/Mystic Avenue interchange project is included in the recommended list of projects in the Plan Update. The 2000-2025 Transportation Plan Update includes the Green Line extension to Medford Hillside. A station in Union Square is included in the Universe of Projects, a list of all projects that were considered for inclusion in the Plan. The MBTA is currently working to update its Program for Mass Transportation (PMT). The PMT serves as the MBTA's long-range capital improvement program but it is unconstrained from a financial perspective. The analysis of projects for the PMT will influence both future RTPs as well as the MBTA five-year capital program. In addition, the MPO anticipates that the Unified Planning Work Program will have a study to consider the alignment of the Green Line Extension. The Department of Environmental Protection is responsible for monitoring carbon monoxide levels in the region. Currently there are four monitoring stations in the Boston area, all located in the city of Boston.

February 28, 2002

Central Transportation Planning Staff
Attention: Ms. Anne McGahan
10 Park Plaza, Suite 2150
Boston, MA. 02116

FEB 28 2002

Dear Ms. McGahan:

I would like to thank the Boston MPO for the opportunity to express my opinions and thoughts about the draft *Boston MPO Transportation Plan 2000-2025*. I also appreciated being able to participate in the two community meetings that have involved Somerville residents so far: the November 13, 2000 meeting co-sponsored by the City of Everett and the Mystic View Task Force, and the February 13, 2001 meeting co-sponsored by the City of Somerville.

My comments are on the following sections of the draft *Boston MPO Transportation Plan 2000-2025*:

- Equitable Sharing of the Transportation System's Benefits and Burden's (Policy 7)
- Accessibility of Transportation to All People (Policy 6)
- Promoting Public Involvement: Reaching Out to the Under-Represented (Policy 9, Section E)
- Promoting Public Involvement: Presenting Information in a Clear Format (Policy 9, Section B)
- Strengthening Economic Opportunities through Transportation Investments (Policy 10)
- Medford Hillside Green Line (Boston, Somerville, Medford)
- Air Quality

Equitably Sharing the Transportation System's Benefits and Burden's (Policy 7)

On page 1-14 of the draft MPO states

> **"Policy 7: Promote the equitable sharing of the transportation system's benefits and burdens."**

Somerville was once known as a streetcar suburb and had several commuter stops with handsome stone stations. The street cars are gone, the handsome stone commuter rail stations were torn down, and the commuter rail trains don't stop in Somerville anymore. There was talk of putting back a commuter stop or two, but no, that would slow down the ride of the commuters who live north of here – that would never do! So, Somerville is "used" in the worst sense of the word by the five northern commuter rail lines that cut our city of 4.1 square miles into small pieces. Neighborhoods are separated from another. There are some bridges over these rail lines, but these bridges fall apart every now and then and are closed down for repairs. One recently reopened but was quickly shut down when a freight train rammed into it – the freight train was too tall to fit under the bridge. Somerville derives no benefit from this rail service, but it suffers all its burdens.

Then there is I-93 that cuts Somerville into two distinct pieces. Homes and businesses were taken back in the sixties without adequate compensation. There were residents who tried to stop this highway were unsuccessful. Those who live

in the neighborhoods near I-93 still suffer from the air and noise pollution. I-93 was built over the Route 28/38 intersection and through East Somerville despite State-commissioned environmental and planning studies that predicted serious violations of Federal and State air quality standards. When added to the significant preexisting background pollution, as much as ten times the legal carbon monoxide levels were predicted if I-93 ever became congested. Congestion happens daily now. Those violations were never mitigated (Reference: *I-93 Somerville Corridor Study Recommendations*, Justin Gray Associates, 1972).

It could be worse for Somerville. The Inner Belt and Route 2 were supposed to slash Somerville into more pieces, but plans changed. Still, even more traffic zooms through Union Square as the result of a recently constructed exit off of I-93 that other communities didn't want.

Somerville has one subway stop, and the bus service is nothing to write home about. For this service Somerville pays one of the highest MBTA assessments. Somerville is not the 'burbs. Somerville is the most densely populated city in New England; Somerville is more densely populated than Boston, Cambridge, and Hong Kong. If we had better public transportation, we'd use it!

On the balance sheet "sharing the transportation system's benefits and burden's," Somerville at this point is way up there in the burden column and way down there in benefit column. According the "Policy 7" something needs to change in a BIG way as far as Somerville is concerned.

Transportation Accessible to All People (Policy 6)

On page 1-14 of the draft MPO report it states:

> **"Policy 6: Provide a transportation that accessible to all people."**
>
> "The transportation should provide access to transportation options to all people regardless of physical limitation, economic status, age or ethnicity."

I suggest that the Boston MPO seriously look at various parts of Somerville in terms of "Policy 6," especially East Somerville.

Promoting Public Involvement: Reaching Out to the Under-Represented (Policy 9)

On Page 1-15 of the draft MPO report it states:

> **"Policy 9: Promote public involvement in all phases of transportation planning and design."**
>
> "E. Reach out to under-represented persons and groups to ensure that decisions are made through an open and participatory process."

To achieve this policy in Somerville with reference also to "Policy 6" I suggest the MPO hold well advertised public meetings in East Somerville and at the Mystic Housing area.

Promoting Public Involvement: Presenting Information in a Clear Format (Policy 9)

On Page 1-15 of the draft MPO report it states:

> **"Policy 9: Promote public involvement in all phases of transportation planning and design."**
>
> "B...always presenting information in a clear ... format.

Presenting clear information to me translates into words like enough information, consistency of information, and logical order. The Boston MPO sometimes fails in this regard. I am attaching examples from "Boston MPO Plan 2001, Projects included in the Transportation Plan, Appendix A." The first attachment is a list from the original document; the second is a table I made from it so I could actually figure out what was on the list. I grabbed the text and then used colors to indicate when I had copied an item to my table. I divided the transit list by type of transit and divided the highway list up by highway locations. Each project had the same categories to be filled in: Name; Type; Location; Amount; Completion; Description, Comments. It turns out there were a number of cells with "???" entered. I found it much easier to find out what was going on after I had made my table. I am sure others would find it easier also. I assume the Boston MPO has this information in a database such as Access, so it would take the Boston MPO much less time to make the tables than it did for me by the copy and paste method I used.

Strengthening Economic Opportunities through Transportation Investments (Policy 10)

On page 1-16 of the draft MPO report it states:

> **"Policy 10" "Strengthen the economic opportunities of the Boston region through transportation investments especially taking into account areas targeted for economic development by state, regional and local plans."**
> "A. Put priority on transportation investments related to ...; or to area targeted for economic development."

Assembly Square, an Area Targeted for Economic Development

Assembly Square in Somerville is an "area targeted for economic development." In fact, it is a prime example. (For more information see the Mystic View Task Force web site at www.the-ville.com/mysticview).

Orange Line T Stop. Key to the development at Assembly Square is an Orange Line T stop. The amount listed of $5,000,000 in the MPO draft is far too low to make a stop feasible, and the year 2010 is way too far in the future. Somerville needs increased commercial tax base it (Somerville currently receives about a 40% subsidy from the state), and an increased number and variety of good jobs for its residents (Somerville has one-half job per resident compared to Boston and Cambridge which each have two jobs per resident). The type of mixed-use development that will provide these requires an Orange Line T stop *very* soon. Back when Reagan was president, Mayor Brune was trying to obtain a T stop for Assembly Square. *Now* is the time for Somerville to have an Orange Line T stop in Assembly Square. It is not unreasonable for a city with over 80,000 people to have two rapid transit stops. Cambridge has six.

Urban Ring. Secondly the Urban Ring is another transit project that will make Assembly Square viable. The Urban Ring should not be a combination of light rail in wealthier communities and buses in poorer communities. It should be light rail throughout.

I-93. Since Somerville must live with I-93, Somerville should derive some benefit from it. Currently there is no way for traffic from the north to travel directly into Assembly Square. Vehicles exit in Sullivan Square, Charlestown, wander through the streets of East Somerville, and eventually find their way

into Assembly Square. Also, the intersection of I-93 and Mystic Avenue was listed as the third most dangerous intersection in 1998. I'm sure that the situation has not improved, and after the Big Dig is completed I don't imagine the traffic will lessen. Somehow I don't think the planned "HOV lanes on I-93 Mystic Avenue" mentioned on the MPO immediate to do list is going to take up all of the slack. I think that Somerville is due a little in the way of reparations for having almost 40 years of I-93 in its midst.

The 1993 Vollmer Study for the Route 28/38 intersection improvements created a "Preferred Alternative" that is now again proposed to be included within the Boston MPO Transportation Plan. It not a solution to the problems facing the Assembly Square area produce other problems. Its features included:

- the depression of Route 28 southbound under Mystic Avenue, producing a new and dangerous weave on McGrath Highway going south
- the elimination of the I-93 off-ramp alternative that now allows Ten Hills and Winter Hill residents access from I-93 to their homes via Mystic Avenue northbound,
- the shortening and worsening of an already dangerous weave on Route 28 going north and the I-93 off-ramp at Assembly Square, and
- the direct entry from McGrath Highway into the area with a dead-end into Middlesex Avenue, about where Home Depot's truck docks are may be located.

On the other hand, the new entry from McGrath Highway is a reasonable idea if it can be redirected to provide a direct local connection along Foley Street to the new Assembly Square Orange Line T stop. However, adding capacity at the Route 28/38 intersection may encourage Big Box development at the expense of mixed use development at Assembly Square.

Medford Hillside Green Line (Boston, Medford, Somerville)

The MTA, the MBTA's predecessor, first recommended the Medford Hillside Green Line project in 1962; that was the year before I moved to the Boston area after graduating from college. The Boston Planning Review (BTPR) recommended this improvement a second time in 1973; that the year before I bought my two family house in Somerville. The MBTA recommended this improvement a *third* time in 1984. In the 1990's, this very same project was put on the schedule of "transit mitigation" *required* to be included by the Federal government as a condition for funding the Central Artery Project. Why has this important project slipped back on the state's schedule when it is *required* by law? In January of this year I celebrated my 60th birthday. Will this project be completed before I die?

I have heard mention of three possible routes: (1) use the Lowell rail right of line, bypass Union Square, and only go to the Medford Hillside (currently on the list); (2) use the Fitchburg rail line and go through to Union Square, which would require tunneling under Spring Hill to connect the Union Square portion of the Lowell Line into Medford Hillside; or (3) a spur off of the Medford Hillside/Lowell Line that would go part of the way at grade into Union Square. I would vote for either option (2) or (3).

Union Square should be a destination, not a place to be zoomed through by tons of traffic as fast as possible as it is now. Somerville has been and still is known as the "City of Immigrants." This description fits Union Square to a "T" (pun intended), as do other areas of Somerville, with a variety of shops, businesses, and restaurants owned by people hailing from different part of the globe. These businesses as well others should be able to thrive with the advent of a Green Line T stop. Somerville has been called and still is a the "City of Homes," filled as it is with two and three family homes standing closely together. These homes and the businesses nearby create a real city neighborhood. While Somerville is not as densely populated as was in the early 1940's (with a population of over 125,000 people), is still a very densely populated city that deserves better public transportation. Union Square certainly deserves better public transportation. Several people in my discussion group at the February 13, MPO Somerville meeting live in the Union Square area and explained and emphasized this need for the Green Line extension to Union Square.

Air Quality

On page 6-2 of the draft MPO report it states

> "In December 1994, the Massachusetts Department of Environment of Protection (DEP) submitted a request to redesignate the carbon monoxide nonattainment levels area of Boston, Cambridge, Chelsea, Everett, Malden, Medford, Everett, Malden, Medford, Quincy, Revere, and Somerville to attainment status. ... These communities are now designated as attainment (meeting the standards) for CO; however, they remain in maintenance for the next twenty years."

Maybe stricter emission standards did create this miracle of attainment. I would like to know where the measurements are taken in Somerville. Are they taken at points along I-93 in East Somerville; in Union Square; along Broadway, a busy thoroughfare, which is soon to been designated a truck route; and along the McGrath Highway? None of these points are far from homes or small businesses. I do believe Somerville is still on Federal probation for carbon monoxide levels. And, because public transportation is so abysmal in Somerville, those who have cars must often drive to their destinations. Those from other places drive through Somerville on their way to some place else.

Needless to say I have appreciated my chance to comment on the draft *Boston MPO Transportation Plan 2000-2025*. Needless to say you are probably happy to have reached the end of this letter. At least I know that letters sent to the Boston MPO are read. I do value that consideration.

Respectfully submitted,

Jane Sauer

25 Hancock Street
Somerville MA 02144
617-776-0945

Attachments: 2

PROJECTS INCLUDED IN THE 1995 BASE CASE SCENARIO

These are projects that were completed on or before December 31, 1995, and are included in the 1995

Base Case Scenario for the travel demand model runs.

Urban Ring bus service: This MBTA circumferential bus service was begun in 1994. It consists of three limited stop bus routes providing connections among the Red Line, the Orange Line and the Green Line branches. The three services are:

- CT1: Central Square (Cambridge) to B.U. Medical Center (Boston)
- CT2: Kendall Square (Cambridge) to Ruggles Station (Boston) via Longwood Medical area. The service extension to Sullivan Square begun in 2000 is included in the 2025 No-build scenario.
- CT3: Andrew Station (South Boston) to Longwood Medical area (Boston) via Ruggles Station The service extension of the CT3 to Logan Airport instituted by the MBTA in September 1999 is included in the 2025 No-build scenario..

Worcester commuter rail, partial service: This MBTA commuter rail service from Framingham station to Worcester station with no intermediate stops began in September, 1994. This includes four inbound trains from Worcester in the morning and 1 in the afternoon and four outbound trains from Framingham in the afternoon and 1 in the evening. This service does not include any of the proposed station stops to be built as part of the full service. The Grafton Station was opened in February, 2000.

New parking spaces (3,251): These are the new parking spaces added between January 1, 1991 and December 31, 1995. Parking spaces were added at eleven commuter rail stations, including Needham Heights, Worcester, Lowell, Lynn, Readville and West Concord.

PROJECTS INCLUDED IN THE TRANSPORTATION PLAN

South Station Transportation Center: This MBTA improvement is the intercity bus terminal above the commuter rail tracks and platforms at South Station. The facility was opened in October 1995. The facility serves intercity bus carriers, major regional carries and commuter bus operators. The bus concourse has 23 sawtooth docks, four pull-through docks and two airport link docks. This does not include a pedestrian connector between the bus station and the railway station.

Route 53, Phase 1 Hanover: Widening of Route 53 from Route 3 to Mill Street (Hanover) was completed by MHD in 1994. This project widened Route 53 from a two lane to a five lane roadway segment.

HOV lanes on I-93 Mystic Avenue: This MHD project is an extension of the existing southbound HOV lane to the Sullivan Square (Somerville) off-ramp. The HOV lane is for vehicles with two or more occupants and is a total of 2.03 miles in length. The extension was opened in September 1994.

HOV lanes on the Southeast Expressway: This six-mile HOV lane is between Furnace Brook Parkway (Quincy) and Freeport Street (Dorchester-Boston). The facility opened in November 1995. It uses contra-flow technology, in which a travel lane is reallocated from the off-peak side of the expressway to the peak side for the duration of the peak period. Originally the HOV lane was for vehicles with 3 or more persons. This does not include the revision to the occupancy rate which was reduced to 2 or more persons via a sticker program and then later instituted as 2 or more by right in 1999.

Ted Williams Tunnel: The Ted Williams Tunnel (aka/ Third Harbor Tunnel) extends 1.6 miles (.75 miles under water) from South Boston (Boston) to Logan Airport property (East Boston). It opened for commercial traffic only on December 15,1995. The approximate cost for the tunnel was $1.5 billion. The 1995 base case does not include the provision for general purpose use of the tunnel on week-ends instituted in Fall 1996.

South Boston Bypass Road (aka/Haul Road): The roadway segment runs from the Ted Williams Tunnel (South Boston) to near the I-93/Massachusetts Avenue interchange (Boston). The roadway is restricted to commercial vehicles only. It was opened in July 1993. This roadway project is part of the Central Artery project. This does not include the completed interchange between the Bypass road and I-93.

PROJECTS INCLUDED IN THE 2025 NO-BUILD SCENARIO

These are projects that will come on line after January 1, 1996. They are either already completed, under construction or already advertised

for construction.

Commuter boat in the Inner Harbor: Additional MBTA commuter boat service includes new service from Lovejoy Wharf (North Station- Boston) to Courthouse Fan Pier (South Boston) and World Trade Center (South Boston). This is in addition to existing service at Charlestown Navy Yard, Long Wharf (Boston), and Logan Airport (Boston). Lovejoy Wharf and Courthouse Fan Pier were both opened in 1999.

Newburyport commuter rail service: Extension of a MBTA commuter rail line from Ipswich sta-

Commuter Rail

tion (Ipswich) to Newburyport, a total length of 9.6 miles. There is an intermediate stop with a new station and associated parking at Rowley. The service opened in October 1998. The additional parking at Rowley and Newburyport stations is included in the 15,931 New Parking Spaces. The service includes 13 inbound and 13 outbound trips during the week and 6 inbound and 6 outbound trips on the weekend.

Commuter Rail Frequency Improvements: Improvements have been made to the Rockport/Ipswich, Framingham/Worcester, Franklin, and Haverhill commuter rail lines.

Old Colony commuter rail service: This MBTA commuter rail service includes the restoration of two of the Old Colony lines. Service runs from South Station to Middleborough/Lakeville with six intermediate stops and service from South Station to Kingston and Cordage/Plymouth with six intermediate stops. Service on the two lines began in September 1997. The additional parking at the stations is included in the 15,931 New Parking Spaces. This project does not include the proposed Greenbush branch of the Old Colony commuter rail line.

15,931 new parking spaces: This total was built between January 1, 1996 and the end of 1999. The additional spaces include the restoration of two branches of the Old Colony commuter rail and the extension of commuter rail to Newburyport.

Beverly Salem Bridge: Replace a drawbridge over the Danvers River/ Beverly Harbor connecting the cities of Beverly and Salem with an elevated fixed structure. The 2025 No-Build Scenario does not include the final two phases of the Beverly/Salem Bridge project—the construction of the Bridge Street Bypass Road and the widening of Bridge Street from Flint Street to beyond the Washington Street Rotary. The bridge opened for traffic on August 2, 1996.

Blue Hill Avenue signal coordination: This MassHighway project involved the coordination of signals along the Blue Hill Avenue corridor in Boston.

Brighton Avenue signal coordination: This MassHighway project involved the coordination of signals along the Brighton Avenue corridor in Boston.

Route 139 (Marshfield): This MassHighway project consisted of the reconstruction, widening and installation of traffic signals on Route 139 in Marshfield from the Route 3 off-ramp to the Pembroke town line.

Route 20 Segment 1 (Marlborough): Widen a 1.1-mile section of Route 20 from 2 lanes to 4 lanes. The project extends from just west of Farm Road to the Raytheon traffic lights just east of DiCenzo Boulevard. The project includes the replacement of traffic signals at the intersection of Route 20 and Farm Road & Wilson Street, the installation of traffic signals at DiCenzo Boulevard (West), and the coordination of these two signals and existing signals at Hager Street and Raytheon Company Drive. This project opened to traffic in October 1999.

Route 128 Amtrak/commuter rail station: This project jointly constructed by Amtrak and the MBTA will consist of a new station for the Northeast Corridor Amtrak service and the MBTA Attleboro service. At full-build, the station will have an associated parking garage with 2,750 parking spaces (550 reserved for Amtrak). Electrified trains (Amtrak) began serving the station in 2000. Full build is not expected until 2005 with the completion of an access road to Route 128.

Central Artery: The Central Artery/Tunnel project is the largest, most complex and technologically challenging highway project in American history. The estimated cost of the project is $14billion with a final completion date estimated at December 2004. This Massachusetts Turnpike Authority project is highlighted by the construction of an 8-to-10 lane, limited access, 1.5 mile underground expressway to replace the existing elevated I-93 highway. Other components of the project are the Ted Williams Tunnel from South Boston to Logan Airport, an extension of I-90 from near South Station to Logan Airport and

Route 1A in East Boston, four major highway interchanges, a cable-stayed bridge across the Charles River, and the reconstruction of an additional 2.1 mile segment of I-93. In all the project is building or rebuilding 161 lane miles of urban highway, about half in tunnels, in a 7.5 mile corridor.

Approximate completion dates are:
• Ted Williams Tunnel (opened December 15, 1995-included in 1995 Base Case) • South Boston Bypass Road (opened 1993- included in 1995 Base Case) • Charlestown/Leverett Circle Bridge (opened October 7, 1999)
• I-90 Extension to the Ted Williams Tunnel (approximately April 2002) • I-93 Northbound (approximately November 2002) • I-93 Southbound (approximately November 2003) • Project completion (approximately December 2004)
North Station improvements: This MBTA project includes the relocation of the above ground portion of the Green Line to Lechmere to underground. The new rapid transit station will include a super platform with easy transfers between the Green and Orange lines.
Blue Line platform lengthening and modernization:
The modernization program to allow for six car operation is underway. Modernization of stations from Wood Island to Wonderland is complete. Aquarium station will be renovated in conjunction with the Central Artery work.
Additional parking spaces: Included in the recommended plan is the addition of at least 1,050 new surface parking spaces. At an average cost of $5,000 per space, this is a total cost of approximately $5.2 million. Additional proposed spaces are located at the following commuter rail sites within the Boston MPO region: Hamilton, West Gloucester, North Wilmington, Walpole and Sharon. An additional 1,685 spaces outside of the Boston MPO region were included in the travel demand model analysis. Locations included Mansfield, Middleborough, Halifax and Lowell. These figures do not include parking associated with the Worcester or Greenbush Commuter Rail extensions.
Worcester commuter rail, full service: This MBTA service will include intermediate stops in Grafton, Westborough, Southborough and Ashland. Each stop will include a new commuter rail station with associated parking. This service will replace the interim service provided between Framingham and Worcester. Full service is anticipated in the year 2001.
Silver Line-Transitway, Section A: This MBTA transitway will provide service via tunnel from South Station (Boston) to the World Trade Center (in the vicinity of Viaduct Street) with an intermediate station stop at Courthouse Station (in the vicinity of Northern Avenue and Farnsworth). Construction on this project is underway and Phase 1 service is scheduled to begin in 2002. This does not include Phase 2– full build. Phase 2 connects South Station to Boylston Street Station (Boston). It also includes a surface route from the D Street portal to City Point (South Boston).
Mattapan refurbishment: This MBTA project is the refurbishment of the existing PPC (Presidential Conference Committee) cars currently run-

traffic signal and the reconstruction of two others, the widening of the roadway from two to four lanes, and the installation of a sidewalk along one side of the roadway. Work on Middlesex Turnpike includes the installation of two traffic signals and the reconstruction of two others, the widening of the roadway from two to four lanes and an additional left turn lane at three separate locations, and the installation of a sidewalk along one side of the roadway.
Route 9 (Wellesley): Widen Route 9 from 4 lanes to 6 lanes from Willow Street to the Interstate 95 (Route 128) northbound on-ramp. This project was advertised in July 1999.
Amtrak Northeast Corridor Electrification: This Federal Railroad Administration/Amtrak project involves the electrification of the Northeast Corridor rail line from Boston to New Haven, CT, the purchase of high-speed train sets and expansion of Boston to New York passenger train service. Service using the electrified track began in 2000. Acela high-speed service will begin in December, 2000.
Marrett Road (Lexington) signal coordination: This MassHighway project consists of reconstructing Route 2A (Marrett Road) from I-95 (Route 128) west to beyond the Massachusetts Avenue extension.
Route 138 (Canton): Widen Route 138 from 2 lanes to 4 lanes from the Route 128 Interchange (the northern limit of the Washington Street Bridge) to 200 meters north of the intersection of Route 138 and Royall Street/Blue Hill River Road. This project was advertised in August 1999 and is expected to be completed and open to traffic in October 2000.
Industriplex Intermodal Center (Woburn): This is a joint agency (MHD, Massport, MBTA) project. The Industriplex in Woburn provides an intermodal facility for the northern suburbs that combines MBTA commuter rail, Massport's Logan Express shuttles, a 2,400 space parking lot, and

a station on Amtrak's future service to Portland, Maine. Ground was broken on the Industriplex in 2000. MassHighway has completed a ning on the Mattapan High-Speed line (Boston-Mattapan-Milton). There are no scheduled run time or frequency improvements associated with this project.

I-495 interchange (Marlborough/Southborough): Construct an interchange to Interstate 495 between Route 9 and Route 20. Major elements of the work include the construction of four entrance/exit ramps for I-495 with two bridges and a connector road from the ramps to Crane Meadow Road, as well as the reconstruction and signalization of Crane Meadow Road. This project was advertised in September 1998 and work is ongoing.

I-93/Industriplex interchange (Woburn): Construct an interchange to Interstate 93 between Interstate 95 and Route 129. Major elements of the work include the construction of four entrance/exit ramps for I-93 with two bridges and a connector road from the ramps to Commerce Way, as well as the reconstruction and signalization of the Commerce Way intersection. This project was advertised in June 1997 and was opened to traffic in October 2000.

Quincy Center Concourse, Phase 1: Construct the Quincy Center Concourse Bridge connecting Burgin Parkway to Parkin Way. The work also includes the reconstruction of sections of Burgin Parkway, the Granite Street Connector, and Parkin Way, including the installation of an interconnected traffic signal system. The 2025 No- Build Scenario does not include the final two phases of the Quincy Center Concourse project— the connection of Burgin Parkway to Hancock Street (the Westside Link) and the connection of Hancock Street to Mechanic Street/ Revere Road (the Eastside Link). This project was advertised in October 1998.

Route 62 and Middlesex Turnpike (Bedford & Burlington): Make traffic safety improvements to Route 62 between the Route 3 overpass and Network Drive (formerly Kent Road) and to Middlesex Turnpike from Lexington Street to Terrace Hall Avenue and Network Drive. The improvements to Route 62 include the installation of a

new interchange with Interstate 93 that improves access to the facility. In addition to its intermodal component, Industriplex provides improved access to both I-93 and Route 128, is adjacent to growing employment centers and increases parking capacity. The parking increase partially addresses SIP commitment of new park and ride spaces.

Route 38 (Wilmington): This MassHighway project consists of widening and reconstructing Route 38 from Route 129 (Richmond Street) to Middlesex Avenue. Signalization improvements will be made at the intersections of Route 38/Clark Street, Route 38/Wilmington Plaza and Route 38/Richmond Street.

PROJECTS ADDED AS THE 2025 BUILD SCENARIO

Silver Line-Washington Street, Section C:

($54,000,000) The MBTA's Silver Line is to initially run along Washington Street from Dudley Square in Roxbury to Downtown Crossing in the city of Boston. The vehicles used on the route are 60-foot articulated compressed natural gas buses and their low-floor design makes them handicapped accessible. The buses operate in mixed traffic from Dudley Square to Melnea Cass Boulevard where they then enter a reserved lane. At the Massachusetts Turnpike, the reserved lane ends and the vehicles enter mixed traffic again. Proposed stations for the Silver Line include Dudley Square, Melnea Cass Boulevard, Lenox Street, Newton Street, Cathedral, East Berkeley Street. Additionally, the vehicle will make stops at Herald Square, New England Medical Center, Chinatown, and Downtown Crossing. This project is a Central Artery/Tunnel commitment. It is scheduled to be completed before 2002.

Route 128 Additional Lanes: ($97 million) This project involves the addition of one travel lane in each direction to increase capacity on a segment of Route 128/I-95. The project limits are from Route 24 (Randolph) to Route 9 (Wellesley), a total of 13.7 miles. Other towns within the project limits are Canton, Westwood, Dedham, and Needham. The project also includes modifications to bridges and the redesign of the Highland Avenue Interchange (Needham). This project will have a phased design and construction process. The early design phases are active. This project was included in the 1997 Transportation Plan.

AITC (Airport Intermodal Transit Connector): ($35 million) This project would provide a new transit service in Boston from South Station Intermodal Center to the Logan Airport terminals. There would be approximately eight vehicles which would be similar to those used in the Silver Line-Transitway Section A, except that these vehicles have more luggage storage space. The service would use the MBTA South Boston Piers Transitway tunnel from South Station to South Boston and then the Ted Williams Tunnel to the five Logan Airport terminals. The capital portion

of this service would be sponsored by Massport. This service would provide for enhanced connection between the Red Line and Logan Airport. There would continue to be AITC bus service between the Blue Line Airport Station and the Logan airport terminals. This project must be completed by June 2004 as part of the administrative consent order between EOTC and EOEA.

Massachusetts Avenue Lafayette Square: ($4.4 million) This project would realign the intersection of Main Street/Mass. Ave./Columbia Street in Cambridge. The signalized intersection would be moved to a realigned 4-way intersection opposite Sidney Street on the south. Right-of-way takings necessary have been completed (gas station at corner of Main/Mass. Ave). This project will complement other MassHighway work done as part of the Cambridgeport Roadways project. This project is included in the model because of the coordination of signals along Massachusetts Avenue, not because of its regional significance.

Route 1 and Associated Improvements: ($14million) As a result of a directive from the Massachusetts Legislature, MassHighway will oversee a project to improve access to the new CMGI Field being built adjacent to Foxboro Stadium. Contract #1 focuses on the area from the intersection between Route 1 and North Street to the intersectionof Route 1 and Pine Street in the town of

Foxborough. A grade-separated interchange is to be built at the north end of the stadium on Route 1. A flyover bridge/ramp will be built on the south side of the stadium to Route 1. A new access drive will be built from North Street into the stadium. The cost of this contract is $10 million. Contract #2 deals with improvements along Route 1 between the two nearest interstate highways. A new slip ramp is to be constructed at the Route 1 / Interstate 95 interchange in Sharon.New sidewalks will be built on North Street from the access road to the Walpole town line. The shoulder along Route 1 in Foxborough and the Route 1 / Interstate 495 ramps in Plainville will be widened. Regional and local signage improvements are also part of this contract. The cost for Contract #2 is $4 million.

Telecom City Roadways: ($24 million) Reconstruction of Commercial Street at Medford Street in Malden to include new traffic signal equipment serving four 11 foot lanes plus 4-foot outside shoulders. In the southbound direction, the alignment of the existing reverse S-curve will be flattened to improve safety. Commercial Street will include a northbound and a southbound lane separated by a median, which will be narrowed in select locations to accommodate a protected southbound left turn lane. Commercial Street becomes Corporation Way upon entering Medford. At the southern end of the project, a new road connects Corporation Way in Medford with Santilli Highway in Everett. This road crosses the Malden River. This improvement will serve future development of the TeleCom City project by the Mystic Valley Development Commission. The development focuses on the creation of a new center for applied high tech applied research and product development. In 1997, the average daily traffic volumes for Commercial Street at the Malden-Medford city line was 9,600 vehicles. A MEPA certificate was issued on August 7, 2000. No Environmental Impact Report is required. The project is at 75% design.

Industriplex Intermodal Center Phase 2: ($1 million remaining cost) This phase of the project includes the completion of the Massport Logan Express service and parking lot.

Route 20, Segment 2 & 3: ($7.2 million) This project involves the reconstruction of Route 20 in Marlborough. The West Main Street portion involves no new added capacity, just reconstruction along a .7 mile stretch of Route 20 between Beach Street and Grainger Boulevard. There is no new right of way involved, only some corner rounding. This portion of the project is at 75% design. The estimated construction cost is $2 million The east Marlborough portion extends from the Farm Road intersection almost to the Sudbury Line. For one mile Route 20 is widened from one lane in each direction to two lanes. Construction of this segment is 95% complete. The cost for this segment is $1.8 million. The west Marlborough segment is from the Northborough town line to Felton Street, a distance of 1.3 miles. The .9 mile portion of Route 20 from Felton Street to Ames Street will be widened from one lane in each direction to two lanes. There is no new capacity on the remaining portion of the project. This segment also includes installation of a new signal at the intersection of Route 20 and Williams Street, almost one mile east of Felton Street. The estimated cost of construction for the west segment is $3.4 million.

Route 140: ($18 million) Route 140 in Franklin is to be widened from one lane in each direction to two lanes in each direction from I-495 to Garelick Farms. The alignment of Route 140 will also be altered to accommodate an improved diamond interchange. The length of Route 140 affected by the project is 1.2 miles. The average daily traffic volumes on this portion of Route 140 were 13,500 vehicles in 1996.

Route 3 North: ($385 million) The project widens Route 3 along a 21-mile stretch from Burlington to the New Hampshire border. The affected towns are Bedford, Billerica, Chelmsford,Westford, Tyngsborough, as well as Burlington. The highway is currently 2 lanes in each direction and will be expanded to 3 lanes. There will also be full right and left shoulders in each direction. All of the bridges along the corridor will be reconstructed to accommodate a potential fourth lane in each direction. The average daily traffic volumes for the New Hampshire border

end of the project were 63,800 vehicles in 1999. On the Billerica portion of the project, the average daily traffic volumes were 84,000 vehicles. The MEPA approval process is complete. The design-build agreement was approved by MassHighway on August 2, 2000. There is an approximate 42-month design/build schedule. The cost and programming for this project is being carried in the Northern Middlesex Council of Governments Transportation Plan.

Cambridgeport Roadway Improvements: ($3 million) This project will realign street patterns in Cambridgeport from Massachusetts Avenue to Memorial Drive. Roadways to be affected include Sidney Street, Waverly Street, Albany Street and Brookline Street. This project is partially funded with private development funds from the University Park project. This is a "High Priority Project" with $2.5 million in earmarked federal funding.

Route 53, Phase 2: ($4 million) This project involves widening Route 53 in Hanover from Mill Street to Pond Street (1 mile in length). The existing 32-foot cross section will be widened to a 66-foot cross section with two lanes in each direction and a center turning lane. A four-way intersection will be realigned to have Pond Street/Route 53/Washington Street. This MassHighway project completed MEPA in January, 1999.

Bridge Street Bypass Road: ($12.3 million) This project involves the construction of a new road along the North River in Salem. The approximately one mile bypass road begins at the Salem side of the Veteran's Memorial Bridge and connects to Bridge Street near the intersection with St. Peter Street. The bypass road will remove traffic from Bridge Street, allowing the city of Salem to make future pedestrian and aesthetic improvements to that street. The Bridge Street bypass road was part of an EIR and EIS conducted in the 1970s.

Crosby Drive: ($3.5 million) Crosby Drive in Bedford will have a five-lane cross section with two travel lanes in each direction with a center turn lane for its entire length. MassHighway will also construct a slip ramp to Route 3 Northbound.The project is at 25% design.

Middlesex Turnpike: ($9 million) MassHighway will widen Middlesex Turnpike by one travel lane in each direction with a sixteen foot raised median from Route 62 in Bedford to Manning Road in Billerica.

Route 2/Crosby's Corner: ($10.5 million) Grade separation of intersection of Route 2 (Cambridge Turnpike) and Route 2A (Concord Turnpike) in Concord. No added travel lanes. Safety improvements are included along 2-mile stretch of Route 2 from Bedford Road in Lincoln to Route 126 in Concord. The average daily traffic volumes on these sections of Route 2 and Route 2A were 51,000 and 11,000 vehicles, respectively, in 1996.

Dedham Street I-95 Southbound Ramp: ($1.2 million) This project involves the construction of a new southbound on-ramp to I-95 from Dedham Street in Canton. There is no signal at the onramp. Future plans include a northbound offramp onto Dedham Street which would feature a signal.

Needham Street (Highland Avenue): ($6,600,000) Reconstruction of Needham Street (Highland Avenue) from Centre Street in Newton to Interstate 95 (Route 128) in Needham.

Greenbush Extension of the Old Colony: ($400 million) This extension would restore MBTA commuter rail service that was discontinued in 1959 with the opening of Route 3 South. Trains would originate at South Station and stops would be in Weymouth Landing, East Weymouth, West Hingham, Nantasket Junction, North Scituate and Greenbush (Scituate). Trains could also stop at existing commuter rail stations at JFK/UMass, Quincy Center and Braintree. The project was originally part of the restoration of the Plymouth and Middleborough/Lakeville branches. Those two branches were opened for service in Fall, 1997. Further environmental and historical preservation issues resulted in the delay of this project. As now envisioned this commuter rail project will include an 800 foot tunnel section

through the historic downtown section of Hingham. This project is a SIP commitment.

Arborway Green Line Service: (Cost to be determined) The MBTA is studying ways to resume Green Line service along the E branch from Heath Street stop to Arborway that was suspended in December, 1985. MBTA bus service (Route #39 from Back Bay to Forest Hills) is currently provided from Arborway to Heath Street. Any new Green Line service would need to be fully

ADA compliant because it would constitute a new service according to federal guidelines governing ADA requirements. This restoration is a Central Artery/Tunnel and SIP commitment.

Green Line to Medford Hillside: ($375,000,000; cost includes station construction and right of way improvements but not vehicles) The MBTA would extend Green Line trolley service to Medford Hillside. The extension begins at the relocated Lechmere Station in Cambridge, and continue along the Lowell commuter rail right of way through Somerville and Medford. The extension is 3.9 miles in length and there are four interim stations at Ball Square, Lowell Street, School Street, and Washington Street. 1994 ridership estimates were for 11,560 riders per day on the new extension, 3,660 of which were new transit users. This project is a SIP commitment. The extension to Medford Hillside is scheduled to be complete in 2011.

Red Line-Blue Line Connector: (Project cost is to be determined) This project would consist of an extension of the MBTA's Blue Line from Government Center/Bowdoin in Boston to the Charles Street Red Line station. The proposed Charles Street station work will not preclude a future Red Line-Blue Line connector. This connector was envisioned as providing a direct link between the only two transit lines that lack a direct station link in downtown Boston. This project is a Central Artery/Tunnel and SIP commitment. The Red Line-Blue Line Connector is scheduled to be complete in 2011.

Silver Line-Transitway, Section B: ($713,000,000; cost includes construction of Transitway and new vehicles) The final phase of the MBTA's Silver Line project, and the one which allows integration between it and the South Boston Piers Transitway, is the construction of a new tunnel through Chinatown and the Leather District in Boston. This tunnel would roughly follow the alignment of Essex Street and would connect the end of the existing Silver Line tunnel at Boylston with Chinatown station and South Station. This provides another connection with the Orange Line as well as direct connections with Red Line subway, Transitway, Commuter Rail, Amtrak and intercity bus service. This phase of the Silver Line improves the level of service by utilizing the Green Line tunnel under Tremont Street with a portal at the Don Bosco High School building. The downtown end of the route would be adjusted to make stops at New England Medical and Boylston stations, allowing transfers to both the Orange and Green Lines. The Commonwealth has committed to apply for federal funding for this project by the end of 2004, and the project is to be complete before 2011.

Russia Ferry Wharf-South Station: ($5 million) This project involves the construction of a docking facility and passenger shelter at Russia Wharf near South Station. The facility will provide ferry service between the South Station area and the Charlestown Navy Yard, complementing two other routes that serve the Navy Yard. Appropriate signage will also be provided to direct passengers from the Fan Pier and South Station area to the facility. The ferry terminal is a SIP commitment and will be built as part of one of the South Boston Piers Transitway contracts.

CAPITAL INVESTMENTS NOT AFFECTING THE TRAVEL MODEL

Green Line Vehicles-Type 8: ($122 million) The MBTA is in the process of receiving new Green Line vehicles from the manufacturer. The vehicles feature a low-floor design that allows mobility-impaired riders to access them at any of the Green Line stations that have been designated as key stations. The Type 8 vehicles also feature interior message displays, electronic exterior route indicators, and recorded station announcements. The MBTA will purchase 100 new Green Line vehicles.

Blue Line Vehicles: ($200 million) The MBTA will purchase new six-car trainsets for the Blue Line. These vehicles can be used on the Blue Line once the reconstruction of stations has been completed. The Blue Line is the only of the three subway lines to operate only four-car trainsets during peak periods. Reconstruction of the existing stations involves the lengthening of platforms so that the longer trains can be accommodated. Once the platforms have been lengthened and the new trainsets have been purchased, the current Blue Line vehicles may be used to supplement existing vehicles on the Orange Line.

Low Emission Buses: ($126 million) The MBTA is committed to the purchase of 314 compressed natural gas (CNG) buses for use systemwide. The purchase of the new vehicles is required by 2004 in the consent order agreed to between EOTC and EOEA in 2000 relating the fulfillment of Central Artery project mitigation commitments.

Ashmont Stations Modernization: ($83 million) The MBTA will reconstruct four stations on the Ashmont branch of the Red Line. The four stations included in the project are Savin Hill, Field's Corner, Shawmut, and Ashmont--all located within the Boston neighborhood of Dorchester. In addition to the station work, some older bridges along the Ashmont branch will be

rehabilitated.

Charles Street Station Modernization: ($27 million) This project involves the reconstruction of the Charles Street station on the Red Line. Goals of the project are to make the station accessible and to improve its relationship to the surrounding Charles Circle/Cambridge Street area.

Bus Maintenance Facilities: ($80 million) The MBTA's purchase of 314 new CNG buses marks the first time this type of vehicle will be used in the system. In order to service these alternative fuel vehicles, the MBTA will build new CNG maintenance facilities.

Automatic Fare Collection: ($120 million) This project involves complete replacement of the MBTA's current fare collection equipment on all subway, trolley, trackless trolley and bus vehicles. The new automatic fare collection (AFC) equipment will provide several benefits to the MBTA and its riders. In addition to the current monthly pass system, riders will be able to purchase stored value cards. This fare media acts as a debit card, allowing passengers to use any mode in the system provided that the dollar value remaining on their card is sufficient to pay the fare. Value can be added to stored value cards after they are purchased, either at fare collector booths or at automatic vending machines (AVM). Stored value cards are beneficial to less frequent riders because they can have the convenience of a pass without having to invest in an unlimited ride monthly

pass. They also reduce the amount of actual cash transactions in the system. AFC turnstiles will be better able to provide accurate data on fare collection and revenue for the MBTA. Since AFC turnstiles have both read and write capabilities, the MBTA can use them as a paperless method of providing free transfers between buses. Another fare policy that can be implemented with AFC is the distance-based fare.

Green Line Accessibility: ($124 million) This project involves the completion of the Green Line's key station program. The key station program will put the Green Line in compliance with the Americans with Disabilities Act (ADA). Copley, Arlington, and Government Center stations in the central subway will be made accessible. In addition, several key stations along the Green Line's surface routes will be made accessible through the construction of elevated platforms.

AMTRAK Service to Portland, Maine: In 2001, AMTRAK will reintroduce service between Boston and Portland, Maine. The new service will use North Station as its Boston terminus. Other stops include Haverhill, Massachusetts; Exeter, Dover and Durham, New Hampshire; and Old Orchard Beach, Wells and Saco, Maine. Travel time between Boston and Portland will be approximately two and half hours.

MAP A-1
1995 Base Case and Projects for 2025 Build Highway

Boston MPO Plan 2001, Projects included in the Transportation Plan, Appendix A **Table created by Jane Sauer, MVTF, 12/6/01**

Public Transit - Buses					
Name	**Type**	**Location**	**Amount**	**Completion**	**Description, Comments**
Urban Ring bus service CT1: Central Square (Cambridge) to B.U. Medical Center	Bus service	Cambridge Boston	???	on or before 12/95	
Urban Ring bus service CT2: Kendall Square (Cambridge) to Ruggles Station	Bus service	Cambridge Boston	???	on or before 12/95	
Urban Ring bus service CT3: Andrew Station (South Boston)	Bus service	Boston	???	on or before 12/95	
AITC (Airport Intermodal Transit Connector)	Bus service	Boston	$ 35M	2004	A new transit service in Boston from South Station Intermodal Center to the Logan Airport terminals; 8 vehicles which would be similar to those used in the Silver Line-Transitway Section A, except vehicles have more luggage storage space.
Silver Line-Transitway, Section A	Bus tunnel	Boston	???	begin 2002	So. Sta to World Trade Ctr
Silver Line-Transitway, Section B	Bus tunnel & buses	Boston	$713M	2011	Final phase of the MBTA's Silver Line project, and the one which allows integration between it South Boston Piers Transitway, is the construction of a new tunnel through Chinatown and the Leather District in Boston
South Boston Piers Tansit Way					[Shown on Transit Map but there is not description.]
Silver Line-Washington Street, Section C	Buses	Boston	$ 54M	2002	Washington St from Dudley Sq, Roxbury to Downtown Crossing Boston 60' articulated compressed natural gas buses
Low Emission Buses	New buses	Various	$126M	???	Purchase of 314 compressed natural gas (CNG) buses for use systemwide, agreed to between EOTC and EOEA in 2000 relating the fulfillment of Central Artery project mitigation commitments
Bus Maintenance Facilities	Bus maintence facility	???	$ 80M	???	In order to service these alternative fuel vehicles, the MBTA will build new CNG maintenance facilities.
South Station Transportation Center	improvement is the intercity bus terminal	Boston	???	October 1995	MBTA improvement is intercity bus terminal above the commuter rail tracks and platforms at South Station.; intercity bus carriers, major regional carries & commuter bus operators; 23 sawtooth docks, 4 pull-through docks, 2 airport link docks; does not include pedestrian connector between bus station & RR station.

Boston MPO Plan 2001, Projects included in the Transportation Plan, Appendix A **Table created by Jane Sauer, MVTF, 12/6/01**

Public Transit - Trolleys					
Name	**Type**	**Location**	**Amount**	**Completion**	**Description, Comments**
Arborway Green Line Service	Trolley line restoration	Jamaica Plain, Boston	???	???	This restoration is a Central Artery/Tunnel and SIP commitment [Has been completed]
Green Line to Medford Hillside	Trolley line extension	Cambridge, Somerville, Medford	$375M	2011	relocated Lechmere Sta, and continue along the Lowell commuter rail ROA through Somerville & Medford. 3.9 miles long. Four interim stations at Ball Sq, Lowell St, School St, and Washington St. [Doesn't go to Union Sq]
Green Line Vehicles-Type 8	New trolleys	Various	$122M	???	low-floor design that allows mobility-impaired riders to access them

Public Transit - Subways					
Name	**Type**	**Location**	**Amount**	**Completion**	**Description, Comments**
North Station improvements Green, Orange	Subway station improvements	Boston	???	???	relocation of the above ground portion of the Green Line to Lechmere to underground; super platform with easy transfers between the Green and Orange lines
Blue Line platform lengthening & modernization	Subway station improvements	Boston	???	???	allows for 6 car operation -- Wood Island to Wonderland complete; Aquarium station will be renovated in conjunction with the Central Artery work.
Red Line-Blue Line Connector	New subway connection	Boston	$122M	???	Blue Line from Gov. Center/Bowdoin in Boston to the Charles St Red Line sta
Ashmont Stations Modernization - Red	Station rehab	Boston	$83M	???	Savin Hill, Field's Corner, Shawmut, and Ashmont;
Charles Street Station Modernization - Red	Station rehab	Boston	$27M	???	to make the station accessible and to improve its relationship to the surrounding Charles Circle/Cambridge Street area
Green Line Accessibility	Station accessibility	Boston	$124M		will put the Green Line in compliance with the Americans with Disabilities Act (ADA). Copley, Arlington, and Government Center; several key stations along the Green Line's surface routes will be made accessible through the construction of elevated platforms.
Blue Line Vehicles	Vehicle purchase	Boston	$200M		the current Blue Line vehicles may be used to supplement existing vehicles on the Orange Line

Boston MPO Plan 2001, Projects included in the Transportation Plan, Appendix A **Table created by Jane Sauer, MVTF, 12/6/01**

Public Transit - Commuter Rail & AMTRAK					
Name	**Type**	**Location**	**Amount**	**Completion**	**Description, Comments**
Commuter Rail Frequency Improvements	Commuter rail improvements	various	???	completed	Rockport/Ipswich,Framingham/Worcester, Franklin, & Haverhill rail lines
Newburyport commuter rail service	Commuter rail extension	Newburyport Ipswich, Rowley	???	opened in October 1998	Extension of a MBTA commuter rail line from Ipswich station (Ipswich) to Newburyport, a total length of 9.6 miles.
Old Colony commuter rail service	Commuter rail restorations	Various	???	???	lSouth Station to Middleborough/Lakeville with six intermediate stops and service from South Station to Kingston and Cordage/Plymouth with six intermediate stops
15,931 new parking spaces	Commuter rail parking	Various	???	???	built between January 1, 1996 and the end of 1999. The additional spaces include the restoration of two branches of the Old Colony commuter rail and the extension of commuter rail to Newburyport.
Additional parking spaces	Commuter rail parking	Various	$5.2M	???	Addition of at least 1,050 new surface parking spaces. Average cost of $5,000 per space. Within the Boston MPO region: Hamilton, West Gloucester, North Wilmington, Walpole and Sharon. An additional 1,685 spaces outside Boston MPO region were included in the travel demand model analysis. Locations included Mansfield, Middleborough, Halifax and Lowell.
Extension of the Old Colony	Commuter rail restoration	Various	$400M	???	Restore MBTA commuter rail service discontinued in 1959; will include an 800 foot tunnel section. Originate at South Sta; stops in Weymouth Landing, East Weymouth, West Hingham, Nantasket Junction, North Scituate and Greenbush (Scituate). Project is a SIP commitment.
Route 128 Amtrak/ commuter rail station	Commuter rail & AMTRAK w garage	Attleboro	???	2005	have an associated parking garage with 2,750 parking spaces (550 reserved for Amtrak)
Worcester commuter rail, partial service	Commuter rail service	Framingham to Worcester	???	September, 1994	Framingham station to Worcester station with no intermediate stops. The Grafton Station was opened in February, 2000
New parking spaces (3,251)	Commuter rail parking spaces	Framingham to Worcester	???	December 31, 1995	Parking spaces were added at eleven commuter rail stations, including Needham Heights, Worcester, Lowell, Lynn, Readville and West Concord
Worcester commuter rail, full service	Commuter rail Replacement w parking	Framingham to Worcester	???	2002	will include intermediate stops in Grafton, Westborough, Southborough and Ashland. Each stop will include a new commuter rail station with associated parking.
Industriplex Intermodal Center (Woburn) [was on Highway Map]	commuter rail, Logan Express parking lot, Amtrak station	Woburn	???	Ground broken in 2000	MHD, Massport, MBTA. Industriplex provides an intermodal facility for north suburbs that combines MBTA commuter rail, Logan Express shuttles, 2,400 space parking lot, and station for Amtrak service to Portland, ME. No scheduled run time or frequency improvements associated with this project.
AMTRAK Service to Portland, Maine	Intercity rail improvements	Boston to Portland, Maine	???	2001	stops include Haverhill, Massachusetts; Exeter, Dover and Durham, New Hampshire; and Old Orchard Beach, Wells and Saco, Maine
Amtrak Northeast Corridor Electrification	Intercity rail restoration	Boston to NYC	???	2000	involves the electrification of the Northeast Corridor rail line from Boston to New Haven, CT, the purchase of high-speed train sets and expansion of Boston to New York passenger train service

Boston MPO Plan 2001, Projects included in the Transportation Plan, Appendix A **Table created by Jane Sauer, MVTF, 12/6/01**

Public Transit - Other					
Name	**Type**	**Location**	**Amount**	**Completion**	**Description, Comments**
Commuter boat in the Inner Harbor	Boat service	Boston Harbor	???	???	Lovejoy Wharf (North Station- Boston) to Courthouse Fan Pier (South Boston) and World Trade Center (South Boston)
Russia Ferry Wharf-South Station	Boat service & shelter	Boston Harbor	$5M	???	construction of a docking facility and passenger shelter at Russia Wharf near South Station. The facility will provide ferry service between the South Station area and the Charlestown Navy Yard; a SIP commitment and will be built as part of one of the South Boston Piers Transitway contracts
Automatic Fare Collection	Service improvement	Various	$120M	???	complete replacement of the MBTA's current fare collection equipment on all subway, trolley, trackless trolley and bus vehicles. The new automatic fare collection (AFC) equipment will provide several benefits to the MBTA and its riders. In addition to the current monthly pass system, riders will be able to purchase stored value cards.

Boston MPO Plan 2001, Projects included in the Transportation Plan, Appendix A **Table created by Jane Sauer, MVTF, 12/6/01**

Highway - Boston					
Name	**Type**	**Location**	**Amount**	**Completion**	**Description, Comments**
Central Artery	Depressed highway	Boston	$14B	December 2004	construction of an 8-to-10 lane, limited access, 1.5 mile underground expressway to replace the existing elevated I-93 highway
Ted Williams Tunnel	Tunnel	Boston Harbor	$1.5B	12/15/95	for commercial traffic only
Industriplex Intermodal Center Phase 2	Express service & parking lot	Boston	$1M remaining		includes the completion of the Massport Logan Express service and parking lot
South Boston Bypass Road (aka/Haul Road)	Connector road	Boston	???	July 1993	from the Ted Williams Tunnel (South Boston) to near the I-93/Massachusetts Avenue interchange (Boston); restricted to commercial vehicles only
Blue Hill Avenue signal coordination	Service improvement	Boston	???	???	
Brighton Avenue signal coordination	Service improvement	Boston	???	???	
Mattapan refurbishment [was on Transit Map]	Roadway work	Boston			Work on Middlesex Turnpike includes installation of 2 traffic signals & reconstruction of 2 others, widening of roadway from 2 to 4 lanes, & an additional left turn lane at 3locations, and installation of sidewalk .
HOV lanes on the Southeast Expressway	Car sharing lanes replace other lanes	Dorchester-Boston to Quincy	???	July 1995	six-mile HOV lane is between Furnace Brook Parkway (Quincy) and Freeport Street (Dorchester-Boston)

Highway - Somerville, Cambridge, Medford, Malden, & Everett					
Name	**Type**	**Location**	**Amount**	**Completion**	**Description, Comments**
HOV lanes on I-93 Mystic Avenue	Car sharing lanes replace other lanes	Somerville	???	???	MHD project is an extension of existing southbound HOV lane to the Sullivan Square (Somerville) off-ram; for vehicles with two or more occupants and is a total of 2.03 miles in length. The extension was opened in Sept. 1994.
Massachusetts Avenue Lafayette Square	Road realignment; signal coordination	Cambridge	$4.4M	???	realign the intersection of Main Street/Mass. Ave./Columbia Street; Right-of-way takings necessary have been completed (gas station at corner of Main/Mass. Ave); included in the model because of the coordination of signals along Massachusetts Avenue, not because of its regional significance.
Cambridgeport Roadway Improvements	realign street patterns	Cambridge	$3M	???	realign street patterns Massachusetts Ave. to Memorial Dr. -- Sidney St, Waverly St, Albany S and Brookline St; partially funded with private development funds from University Park; "High Priority Project" with $2.5 million in earmarked federal funding.
Telecom City Roadways	Reconstruction of existing road & new road	Medford, Malden, Everett	$24M	Design at 75%	Reconstruction of Commercial St at Medford St in Malden to include new traffic signal equipment serving 4 11 foot lanes etc. Other improvmenment to increase safety. Commercial St improvements. A new road connects Corporation Way in Medford with Santilli Hwy in Everett. This road crosses the Malden River.
Commercial St. Cooperation Waty		Medford			[Shown on Map A-1 for "Build Highway" but no description included.]

Boston MPO Plan 2001, Projects included in the Transportation Plan, Appendix A **Table created by Jane Sauer, MVTF, 12/6/01**

Highway - South Shore					
Name	**Type**	**Location**	**Amount**	**Completion**	**Description, Comments**
Quincy Center Concourse, Phase 1	Bridge cons-stuction & road reconstruction	Quincy	???	???	Construct the Quincy Center Concourse Bridge connecting Burgin Parkway to Parkin Way; also includes reconstruction of sections of Burgin Parkway, Granite St., Parkin Way, installation of interconnected traffic signal system.
Route 53, Phase 1 Hanover	Road widening	Hanover	???	1994	Widening of Rte 53 from Rte 3 to Mill St (Hanover) was completed by MHD 2 lane to a 5 lane roadway segment.
Route 53, Phase 2	Road widening	Hanover	$4M	January 1999	Widening Route 53 I mile in length from 32' to 66' with two lanes in each direction & a center turning lane; 4-way intersection. MassHighway project [Not shown of Map A-1]
Route 139 (Marshfield)	Road recon-struct.,widening	Marshfield	???	???	MassHighway project: reconstruction, widening, installation of traffic signals on Route 139 in Marshfield from the Route 3 off-ramp to the Pembroke town line.

Highway - Southwest of Boston					
Name	**Type**	**Location**	**Amount**	**Completion**	**Description, Comments**
Route 138 (Canton) Phase 1	Road widening	Canton	???	October 2000	Widen Route 138 from 2 lanes to 4 lanes.
Route 140	Road recon-struct.,widening	Franklin	$18M	???	to be widened from one lane in each direction to two lanes in each direction from I-495 to Garelick Farms; the project is 1.2 miles.
Route 1 and Associated Improvements	Access road & road improvements for new stadium	Foxboro	$14M	???	MassHighway to oversee project to improve access to new CMGI Field being built adjacent to Foxboro Stadium. Contract #1: f area from intersection between Route 1 and North St to the intersectionof Route 1 and Pine St in Foxborough. Contract #2: improvements along Route 1 between the two nearest interstate highways.
Dedham Street I-95 Southbound Ramp	On-ramp construction	Canton	$1.2M	???	construction of a new southbound on-ramp to I-95 from Dedham Street in Canton

Boston MPO Plan 2001, Projects included in the Transportation Plan, Appendix A **Table created by Jane Sauer, MVTF, 12/6/01**

Highway - West of Boston					
Name	**Type**	**Location**	**Amount**	**Completion**	**Description, Comments**
Route 9 (Wellesley)	Road widening	Canton	???	Ad'tised 7/ 99	Widen Rte 9 from 4 to 6 lanes from Willow St to I- 95 (Rte 128) No. on-ramp.
Needham Street (Highland Avenue)	Road reconstruction	Needham	$6.6M	???	Reconstruction of Needham St.(Highland Ave.) from Centre St. in Newton to Interstate 95 (Route 128) in Needham.
Route 128 Additional Lanes	Road recon-struction, bridge modifications, interchange redesign	Wellesley, Canton, Westwood, Dedham, Needham, Randolph	$97M	???	Addition of one travel lane in each direction to increase capacity on a segment of Route 128/I-95; project limits from Rte 24 (Randolph) to Route 9 (Wellesley): 13.7 miles. Also includes modifications to bridges, redesign of the Highland Ave Interchange (Needham). Has phased design and construction process. Early design phases active. Project was included in the 1997 Transportation Plan.
I-495 interchange (Marlborough/ Southborough)	Interchange ramps	Marlborough Southborough	???	Advertised 9/98	Construct interchange to I-495 between Rte 9 & Rte 20; includes construction of 4 entrance/exit ramps for I-495 with two bridges, a connector road etc.
Route 20 Segment 1 (Marlborough)	Road widening & signals	Marlborough	???	October 1999	Widen a 1.1-mile section of Rte 20 from 2 to 4 lanes; includes the replacement; installation, coordiation of traffic signals This project opened to traffic in
Route 20, Segment 2 & 3	Road widening, reconstruction & signals	Marlborough	$7.2M	???	Reconstruction of Route 20 in Marlborough along a .7 mile stretch: estimated construction cost is $2M. For 1 mile Rte 20 is widened from one lane in each direction to 2 lanes. Construction is 95% complete: cost is $1.8M. The .9 mile portion of Rte 20 1 lane in each direction to 2 lanes; new signal; estimated cost : $3.4M.
Marrett Road (Lexington) signal coordination	Road reconstruction	Lexington	???	???	MassHighway project consists of reconstructing Route 2A (Marrett Road) from I-95 (Rte 128) west to beyond the Massachusetts Ave extension.
Middlesex Turnpike	Road widening	Bedford Billerica	$9M	???	MassHighway will widen Middlesex Turnpike by 1 lane in each direction with a 16' raised median from Rte 62 in Bedford to Manning Rd in Billerica.

Boston MPO Plan 2001, Projects included in the Transportation Plan, Appendix A **Table created by Jane Sauer, MVTF, 12/6/01**

Highway - Northwest of Boston					
Name	**Type**	**Location**	**Amount**	**Completion**	**Description, Comments**
Route 2/Crosby's Corner	Grade separation of intersection	Concord	$10.5M	???	Grade separation of intersection of Rtes 2 & 2A in. No added travel lanes. Safety improvements are included along 2-mile stretch. The average daily traffic volumes on these sections were 51,000 and 11,000 vehicles, 1996.
Route 62 and Middlesex Turnpike (Bedford & Burlington)	Interchange & safety improvements	Bedford Burlington	???	???	Traffic safety improvements to Route 62 between the Route 3 overpass & Network Drive (was Kent Rd) and to Middlesex Turnpike from Lexington St to Terrace Hall Ave and Network Dr: installation of new interchange with I-93 that improves access to facility [WHAT FACILITY?]. Industriplex provides improved access to both I-93 and Rte 128, is adjacent to growing employment centers and increases parking capacity. parking increase partially addresses SIP commitment of new park and ride spaces.
Crosby Drive	Road widening & ramp	Bedford	$3.5M	???	Will have 5-lane cross section with 5 travel lanes in each direction with center turn lane for entire length. MassHighway will construct a slip ramp to Rte 3 Northbound. Project is at 25% design.
Route 38 (Wilmington)	Road widening& reconconstr'tion & signals	Wilmington	???	???	MassHighway project: widening & reconstructing Rte 38 from Rte 129 (Richm to Middlesex Ave. With signalization improvements at 3 intersections
I-93/Industriplex interchange (Woburn)		Woburn	???	October 2000	Construct an interchange to I-93 between I- 95 & Rte 129. Includes construction of 4 entrance/exit ramps for I-93, 2 bridges, connector road from the ramps to Commerce Way, reconstruction and signalization of the Commerce Way intersection.

Highway - North Shore					
Name	**Type**	**Location**	**Amount**	**Completion**	**Description, Comments**
Route 2/Crosby's Corner	Grade separation of intersection	Concord	$10.5M	???	Grade separation of intersection of Rtes 2 & 2A in. No added travel lanes. Safety improvements are included along 2-mile stretch. The average daily traffic volumes on these sections were 51,000 and 11,000 vehicles, 1996.
Beverly Salem Bridge	Bridge replacement	Beverly Salem	???	Aug. 2, 1996	Replace a drawbridge over the Danvers River/ Beverly Harbor connecting the cities of Beverly and Salem with an elevated fixed structure. Does not include the final two phases of the Beverly/Salem Bridge project: construction of Bridge Street Bypass Rd and widening of Bridge Street.
Bridge Street Bypass Road	Bypass road	Salem	$12.3M	???	Construction of a new road along the North River in Salem. Approx. 1 mile bypass road begins at Salem side of the Veteran's Memorial Bridge and connects to Bridge Street. The bypass road will remove traffic from Bridge Street, allowing the city of Salem to make future pedestrian and aesthetic improvements to street. Was part of an EIR and EIS conducted in the 1970s.

Public Comments and MPO Responses From Winter 2002 Outreach

Commenter:	Wig Zamore (February 28, 2002)
Type of Comment:	Project Specific
Abstract of Comment:	Mr Zamore comments that it is most important for Somerville that the Orange Line MBTA stop at Assembly Square be fully funded and proceed before the roadway improvements to McGrath Highway. He also explains that the extending the Green Line to Union Square is desperately needed. He would like to see expansion of regional pedestrian facilities and bikeways, and he suggests restudy, redesign and rebuilding of the Route 28 corridor from the Mystic River to the Charles River. He provides detailed discussion supporting his comments: the Orange Line MBTA stop will encourage dense, transit-oriented, mixed use development, which will create the maximum number of jobs, taxes and community benefit; the Route 28 Corridor study must focus on quality of life and livability issues, including avoiding big box development; the air quality standards around the I-93 and Route 28/38 intersection are in serious violation of federal and state air quality standards, and regional development projects will bring additional vehicle trips and related pollution; big box development is undesirable in Somerville due to its environmental impacts and failure to achieve the highest use for the development site and the community; roadway improvements providing access to Assembly Square should be considered. East Somerville is a densely populated, ethnically diverse, low income neighborhood. Somerville's economic, environmental, and community future are at stake. He attached a table summarizing estimated increased vehicle trips due to future regional development.
MPO Response:	The MBTA supports the Assembly Square Orange Line Station and is actively working with the City of Somerville to identify possible funding sources including innovative financing under the Transportation Infrastructure Finance and Innovation Act (TIFIA) program. This project is included in the recommended list of projects for the 2000-2025 Transportation Plan Update. The 2000-2025 Transportation Plan Update includes the Green Line extension to Medford Hillside. A station in Union Square is included in the Universe of Projects, a list of all projects that were considered for inclusion in the Plan. The MBTA is currently working to update its Program for Mass Transportation (PMT). The PMT serves as the MBTA's long-range capital improvement program but it is unconstrained from a financial perspective. The analysis of projects for the PMT will influence both future RTPs as well as the MBTA five-year capital program. In addition, the MPO anticipates that the Unified Planning Work Program will have a study to consider the alignment of the Green Line Extension. The I-93/Mystic Avenue interchange project is included in the recommended list of projects in the Plan Update. The Regional Transportation Plan does not address the need for specific planning studies such as the re-examination of the Route 28 corridor. Such studies are more appropriately considered during the development of the MPO's annual Unified Planning Work Program, which occurs in the Spring and Summer. This request will be considered during the UPWP process.

Anne McGahan

From: "Wig Zamore" <wigzamore@rcn.com>
To: <mcgahan@ctps.org>
Sent: Thursday, February 28, 2002 4:54 PM
Subject: Boston MPO Plan Update

FERUARY 28, 2002

RE: Boston MPO Plan Update

Dear Ms. McGahan,

For the reasons outlined below, it is most important to the Somerville community for the Orange Line T-stop at Assembly Square to be fully funded and to proceed BEFORE any projects delivering road capacity increases to McGrath Highway. We also desparately need Green Line service to Union Square and an expansion of regional pedestrian and bikeways. Thank you so much for considering these comments. The Route 28 Corridor does need to be re-studied, re-designed and re-built from the Mystic River to the Charles River, but this work must be properly guided and sequenced.

Most Sincerely,

Wig Zamore

Member MVTF

617-625-5630

****

1. The Orange Line T-stop will encourage dense transit oriented mixed use that can add important numbers of jobs, taxes and public open space to the long term environmental and economic benefit of the Somerville community and our metropolitan neighbors.

2. Other extremely worthy local projects include the diversion of the planned Green Line extension to a stop in Union Square and expansion of pedestrian paths and regional bikeways.

3. The Route 28 Corridor does need to be re-studied, re-designed and re-built from the Mystic River to the Charles River - including parts of the Fellsway, McGrath and O'Brien. Quality of life and livability must drive that effort. This process should carefully balance issues of economic opportunity, environmental protection and community restoration. It must be guided by the concerned citizens of Somerville and Cambridge rather than traffic engineers working for Big Box developers, their allies within some branches of government or those with strictly business interests in mind.

A generation ago Interstate 93 was built over the Route 28/38 intersection and through East Somerville in spite of professional environmental and planning studies commissioned by the state which predicted serious violations of Federal and State air quality standards. When added to the considerable pre-existing background pollution, as much as ten times the legal carbon monoxide levels were predicted if I93 ever became congested, as now happens daily. Those violations were never

mitigated (I93 Somerville Corridor Study Recommendations, Justin Gray Associates, 1972).

The area has benefited from national pollutant reductions from industrial point sources and auto emissions per mile that have offset great increases in average vehicle miles driven per person. But today we face a dozen nearby development projects, eleven of which are either already approved or currently in permitting at the state and local levels, which will more than double daily traffic within the local Route 28 Corridor from under 50,000 vehicle trips per day to over 100,000 vehicle trips per day.

(These numbers of under 50,000 and over 100,000 Route 28 vehicle trips per day, respectively, come from Mass Highway and the most conservative projections available within environmental filings made by developers themselves. By comparison, great metropolitan subway stops represent as many as 40,000 person trips per day - e.g., the Red Line T-stop at Harvard Square has over 20,000 boardings and 20,000 departures per day. Davis Square is exemplary as well with about half the Harvard trip levels.)

Of the seven non-Somerville projects - in Everett, Medford, Malden, Cambridge and Boston - only one is led by Big Box development - Gateway Center. The others - Mystic Center, TeleCom City, North Point, North Point Residential, Cambridge Research Park and North Station - are much higher value and generally transit oriented. On balance these projects will generate many new jobs, lots of tax base and significant open space opportunities but relatively smaller increases in traffic.

Of the five Somerville projects, the four which are furthest along in the process are all led by Big Box development - Home Depot, Ikea, Super Stop & Shop and the Star expansion at Twin Cities. None of these four are transit oriented. Only one of the five, Sturtevant/Yard 21, is led by higher value urban mixed use and tied to rail potential. On balance the planned Somerville projects will generate significantly fewer jobs, taxes and public open space acres but relatively larger increases in local traffic.

Per future dollar of permanent job salary or local taxes, big boxes will have more than ten times the environmental impact of dense transit oriented mixed use. Much of this damage to air quality and our watersheds stems purely and simply from additional traffic induced. Problems also derive from the large surface parking lots that still accompany most Big Boxes. Furthermore, in a metropolitan area that is constrained by limited road and transportation capacities, consumption of those capacities by Big Boxes will severely limit both private economic development and long term municipal fiscal health.

The Vollmer Study (July 7, 1993) for the Route 28/38 intersection improvements produced a Preferred Alternative that is now again proposed to be included within the Boston MPO Transportation Plan. It raises more questions than it solves.

Features of the Preferred Alternative include the depression of Route 28 Southbound under Mystic Avenue - creating a new and dangerous weave on McGrath southbound, the elimination of the I93 off-ramp alternative - that now allows Ten Hills and Winter Hill residents access from I93 to their homes via Mystic Avenue northbound, the shortening and worsening of a dangerous weave of Route 28 northbound and the I93 off-ramp at Assembly Square, and the direct entry of McGrath into the district - with a dead-end into Middlesex Avenue about where Home Depot's truck docks are proposed to be.

The new entry of McGrath is a good idea if it can be re-oriented to provide a direct local connection along Foley Street to a new Assembly Square Orange Line T-stop. Most of the other design features within the Preferred Alternative are problematic and the City of Somerville has conceded that a complete re-design is necessary. The larger problem, however, is that capacity additions at the Route 28/38 intersection may induce Big Box development at the expense of mixed use and will solve virtually none of the congestion problems destined to haunt the Route 28 Corridor.

In 1994 the Central Transportation Planning Staff (CTPS) of the Boston MPO studied the proposed interchange improvements and the Vollmer Preferred Alternative. CTPS concluded that, "The impact of the Preferred Alternative on I-93 was found to be insignificant." Furthermore, CTPS was bothered by the lack of study of other McGrath intersections and the poor level of service that could be expected from the proposed improvements when the broader area was considered.

Even though CTPS "scaled down...development forecasts...to be consistent with low MAPC employments forecasts for the area", they concluded that the immediate intersections would still end up with a majority of the traffic movements at level of service D, E or F - basically awful. When looking at the Preferred Alternative and taking into account the bottleneck at McGrath and Broadway, they stated, "The estimated back of the queue spills back into the tunnel, average speed is reduced to under 3 mph, and 100% of the traffic will stop before clearing the intersection."

The Boston MPO Transportation Plan Update must by law comply with the environmental justice and social equity provisions of the Clean Air Act and the Transportation Equity Act (TEA-21). East Somerville remains the densest neighborhood within one of the densest cities in America. It is recognized by the state and Federal government as both ethnically diverse and economically challenged. Somerville is still on Federal probation for carbon monoxide levels.

After considering the levels of traffic now expected to be added to the local Route 28 Corridor and the congestion levels already suffered, it would be irresponsible and unconscionable to ask for inclusion of the Route 28/38 intersection improvements unless we can be assured within the MPO Plan that a fully funded Orange Line T-stop at Assembly Square and a complete community oriented re-study and re-design of the local Route 28 Corridor will come first.

If we do not get this round of transportation and land use planning for East Somerville right, we will surely destroy its economic, environmental and community potential for yet another generation. Somerville deserves better.

Route 28 Corridor New Trips Project Names Somerville Projects in RED	Total NEW Weekday AM Peak Vehicle Trips	Total NEW Weekday PM Peak Vehicle Trips	Total NEW Weekday Vehicle Trips (1)	Es % Tr Di to
Telecom City - Malden, Medford, Everett	853	776	6,059	
Gateway Center - Everett	491	2,067	22,031	

Mystic Center - Medford	1,414	1,454	11,442
Home Depot - plus - Assembly Square	548	1,162	11,181
IKEA - plus - Assembly Square	458	870	8,020
Sturtevant - Assembly Square	1,524	1,649	11,772
Super Stop&Shop - Somerville	178	480	5,855
Twin Cities Plaza Star Market	69	244	2,604
North Point - East Cambridge	1,847	2,107	16,030
North Point Residential - East Cambridge	319	437	3,766
Cambridge Research Park - East Cambridge	7,826	7,826	7,826
North Station/Fleet Center - Boston	925	856	8,248
TOTAL NEW TRIPS	**16,452**	**19,927**	**114,833**
Distribution to Rt. 28	**5,596**	**7,619**	**56,968**
% Total New Trips Distribution to Rt. 28	**34.0%**	**38.2%**	**49.6%**

CURRENT TRIPS PER DAY	**48,468**
ADDITIONAL TRIPS PER DAY	**56,968**
ROUTE 28 INCREASE EXPECTED	**118%**

Commenter:	City of Somerville, The Honorable Dorothy A. Kelly Gay, Mayor (February 28, 2002)
Type of Comment:	Policy and Project Specific
Abstract of Comment:	Mayor Kelly Gay comments that there are four projects that are critical for the Plan: Assembly Square Orange Line Station, safety and access improvements to the Mystic Avenue/I-93 interchange, the Green Line extension, and Urban Ring Phase 2. They request $20 million for the station construction and ask that the Mystic Avenue/I-93 interchange be included in the list of selected projects in the Plan. Both projects should be included in the Plan, with the Orange Line Station preceding the Mystic Ave/I-93 improvements, unless safety considerations indicate otherwise. Support by city leadership is unanimous. The Green Line Extension should include a station at Union Square. The City supports the MPO's use of the targeted growth land use scenario, but is concerned that there seems to be a lack of relationship between MPO policies, analysis, and land use and the selected projects. The Plan should include a more accurate explanation of the project selection process. The Assembly Square Orange Line Station site is part of the Assembly Square area offered for redevelopment by the Somerville Redevelopment Authority for transit-oriented, mixed-use "urban village" development, consistent with community planning and values for the area. The provisionally designated developer has proposed office space, arts center, housing, open space, and small retail and has committed $500,000 for a feasibility study for the station and up to $2 million for its design. MBTA funding is needed for construction. The Mystic Avenue/I-93 Interchange should be included in the Plan. Improvements are critical for safety and capacity, for the city and the region. This interchange is one of the top ten most dangerous in the state. There have been numerous injuries and deaths. Improvements to this interchange are essential to the successful development of the Assembly Square district. The congestion at this interchange negatively impacts air quality and wastes time. The Plan should include funding for at least Phase 2 of the Urban Ring if not all three phases. They advocate a commuter rail stop at Union Square and Bus Rapid Transit connections. These are essential for economic growth and congestion reduction. Somerville bears the burden of much of the region's transportation infrastructure and deserves more of the benefit. Additional correspondence from the city dated December 20, 2000, and July 14, 2000, are attached.
MPO Response:	The MBTA supports the Assembly Square Orange Line Station and is actively working with the City of Somerville to identify possible funding sources including innovative financing under the Transportation Infrastructure Finance and Innovation Act (TIFIA) program. This project is included in the recommended list of projects for the 2000-2025 Transportation Plan Update. The 2000-2025 Transportation Plan Update includes the Green Line extension to Medford Hillside. A station in Union Square is included in the Universe of Projects, a list of all projects that were considered for inclusion in the Plan. The MBTA is currently working to update its Program for Mass Transportation (PMT). The PMT serves as the MBTA's long-range capital improvement program but it is unconstrained from a financial perspective. The analysis of projects for the PMT will influence both future RTPs as well as the MBTA five-year capital program. In addition, the MPO anticipates that the Unified Planning Work Program will have a study to consider the alignment of the Green Line Extension.

Public Comments and MPO Responses From Winter 2002 Outreach

Commenter:	City of Somerville, The Honorable Dorothy A. Kelly Gay, Mayor (February 28, 2002) **(cont.)**
Type of Comment:	Policy and Project Specific
MPO Response (cont.):	Phase I of the Urban Ring project is included in the recommended list of projects included in the 2000-2025 Regional Transportation Plan Update and assumes 80% of the necessary funding will be provided through a congressional earmark in the § 5309 Bus Program. Phases 2 and 3 are included as an illustrative project. An illustrative project is not in the recommended plan because there is not now sufficient revenue to fund it. However, if funds become available, they may be included in a future update of the Plan. The I-93/Mystic Avenue interchange project is included in the recommended list of projects in the Plan Update. The MPO has taken steps to improve the link between projects and policies with the development of the project-policy matrix included in Appendix C of the Plan Update. The MPO continues to work in this area through the TIP Criteria subcommittee, which is charged with developing a project rating system that can be used to assist in project selection for the TIP.

CITY OF SOMERVILLE, MASSACHUSETTS
DOROTHY A. KELLY GAY
MAYOR

HEATHER E. ROWE
ADMINISTRATIVE ASSISTANT

CATHLEEN B. O'DEA
ADMINISTRATIVE ASSISTANT

Dennis Dizoglio
Chair, Transportation Planning and Programming Committee
c/o Anne McGahan
Central Transportation Planning Staff
State Transportation Building
10 Park Plaza #2150
Boston, MA 02116

FEB 28 2002

February 28, 2002

Re: Draft of the Transportation Plan for the Boston Region

Dear Mr. Dizoglio:

This letter serves as the formal comments from the City of Somerville on the draft *Boston MPO Transportation Plan 2000-2025 Plan Update*. As you may know, the City of Somerville issued two letters in 2000 on the *Boston MPO Transportation Plan* (see enclosed).

General Approach

First, the Central Transportation Planning Staff deserves great credit for the extensive analysis which has gone into this document.- from the development of the guiding principles and policies to the computer modeling of the scenarios. In addition, the Plan Update appears to use the "targeted growth" scenario for future land use, rather than "trends extended." That choice makes sense given the current trends and state and local policies promoting the redevelopment of urban core locations.

I am concerned about the lack of clear relationship between the choice of projects selected in the Plan Update and the policies, analysis, and land use scenarios. The projects chosen for inclusion in the 2025 Build Scenario are not the ones that are most consistent with the policies in *Appendix C*. In my opinion, a better explanation as to how the list of selected projects made the cut is needed.

CITY HALL • 93 HIGHLAND AVENUE • SOMERVILLE, MASSACHUSETTS 02143
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Projects to Include in the Plan Update
The City of Somerville considered four projects to be critical transportation improvements in the Boston region over the next 25 years:

1. *Assembly Square Orange Line station*: This project is contained in the Plan Update as a privately funded $20M project. While this project is envisioned as a public/private partnership, it is clear that significant public funds will be necessary to construct the station. The City has secured a commitment from a private developer to pay $2M toward design of this proposed station. The City is currently working in a cooperative fashion with the MBTA and the private developer to conduct a full design, engineering and feasibility study for an Orange Line Station at Assembly Square. At the same time, the City will be pursuing federal funds to help pay for the construction of the proposed station.
2. *Safety and access improvements to the Mystic Avenue/I-93 interchange*: This project scores well on the policies developed to guide the Transportation Plan but has been removed from this draft. It will reduce injuries and provide better local access for pedestrians, bicycles and cars from East Somerville to Assembly Square. On a regional basis, it will reduce congestion at that intersection and improve air quality and mobility. We support including this project in the Plan Update with $50 million in funding.
3. *Green Line extension.* This project is in the Plan but as described does not serve Union Square. We support including this project in the Plan Update, with an understanding that all parties will work together to provide direct Green Line service to Union Square.
4. *Urban Ring Phase 2:* Phase 1 of the Urban Ring is in the Plan. We support adding Phase 2 to the Plan with full funding.

A more detailed description of each project is provided below.

Assembly Square Orange Line Station
The City is very pleased that this project is listed in the set of recommended projects in this Plan Update. In 2001, the Somerville Redevelopment Authority (SRA) purchased a nine-acre parcel of land along the Orange Line tracks in Assembly Square known as Yard 21. The SRA offered the parcel last summer for development as a transit-oriented, mixed-use 'urban village'. This proposal is consistent with the vision for the district shared by the City administration, the Board of Aldermen, and the community. After a competitive process, the SRA awarded provisional designation to The Sturtevant Partnership for a proposal to develop 2 million square feet of office space, an arts center, 1100 units of housing, new open space and small retail storefronts. The Sturtevant Partnership has committed matching funds as part of a $500,000 feasibility study for the station and up to

$2 million for design of a station, as well as agreeing to provide public access to the station through their land.

As stated above, it is clear that public funds will be needed to help make the vision a reality. While private funds will help pay for feasibility analysis and design work, we cannot assume that private funds will pay for the entire station. Therefore, the City requests that $20 million in public funds be attached to the construction of the proposed station.

Mystic Avenue/I-93 Interchange
This project was included in all three alternatives studied for the draft Plan Update but did not make it into the latest draft. The City requests that this project be reinstated in the Plan Update.

Improvements to the I-93/Mystic Avenue interchange are critical to the future safety and capacity of the City of Somerville and the region as a whole. Without this project, congestion will continue to pollute our air and waste peoples' time. In addition, more people will be injured or even killed in future accidents.

Specifically, I want to highlight three reasons why this project should be restored to the draft Regional Transportation Plan:

1. **Safety**: The weaves and sudden stops at this interchange make it one of the most dangerous in the Commonwealth of Massachusetts. This interchange has consistently been rated as one of the top ten most dangerous in the state. According to the latest MassHighway data, it is the fourth highest intersection in the top 1000 accident locations. These accidents not only cause property damage and delays; they also cause personal injuries and death. There have been 163 injuries at that intersection in the last three years alone. In light of these serious public safety issues, I believe it is unconscionable to remove this interchange from the Plan Update;
2. **Community Development**: One of the priorities of the City of Somerville since I entered office has been redevelopment of the Assembly Square district. Under my direction, the City's Office of Housing and Community Development completed a planning study outlining a strategic plan for sound redevelopment of the district as a mixed-use urban village. A major finding of that study is that significant improvements to the I-93/Mystic Avenue interchange are essential to the success of the district over the next 20 years;
3. **Regional Planning**: Somerville is not the only municipality affected by the problems at this intersection. Anyone who travels from north of Boston into downtown has experienced delays and accidents at this location. Currently the average daily traffic on I-93 through this interchange is approximately 130,000 vehicles, exceeding its design capacity. This intersection was identified in the 2000 *Congestion Management System Report* as having "roadway mobility problems." These problems contribute to poor air quality and waste people's time, resulting in a financial loss to the region. Sound regional planning calls for

improvements to this interchange for the benefit of the thousands of people who travel through it every day.

Some members of the TPPC have raised the question of whether the Mystic Avenue/I-93 project is supported by the residents and local elected officials in the City of Somerville. It is true that members of the Mystic View Task Force, a private non-profit corporation, have attended TPPC meetings and expressed concerns over the inclusion of the Mystic Avenue/I-93 Interchange in the Plan Update. Those citizens are concerned that these improvements may preclude the vision of Assembly Square as a transit-oriented district should they occur prior to the construction of an Orange Line MBTA station.

My response is two-fold. First, it is my understanding that this is a 25-year plan that outlines *all* transportation improvements that can be funded in the region between now and 2025. It does not select the order in which these improvements will occur. In 2000, the City of Somerville completed a strategic and policy plan for the Assembly Square district called the *Assembly Square Planning* Study. That Study outlined a strategy for achieving the vision of a mixed-use, urban-scale development in the district over a 20-year timeframe. It recommended that the Orange Line station should occur within 10 years, and the Mystic Avenue/I-93 improvements should occur sometime in the next 20 years. Based on those recommendations, we have been pushing for both projects to be included in the Plan Update. We would envision them taking place in the order outlined in the Study unless further analysis suggests otherwise. Second, as stated above, this is a dangerous intersection. Public safety must be taken into consideration as we look at priorities over the next 25 years.

City leadership is unanimous in support of our recommendations regarding projects related to Somerville in the Plan Update. Enclosed is a resolution from the Somerville Board of Aldermen that documents this support and the relationship of these projects to the *Assembly Square Planning Study*. Note that the resolution is not only unanimous; it was also submitted by the entire Board acting in unison and was approved the same night it was submitted. In this case, all of those local elected officials are urging that the I-93/Mystic Avenue interchange be restored to the Plan Update. As Mayor, I concur and ask that you include this project as part of the final plan.

Green Line Extension
This project is listed in the draft Plan Update at $150 million. The project description in Appendix F lists this project as including new stations at "Washington Street, School Street, Lowell Street and Ball Square… along the Lowell commuter rail right-of-way."

We strongly support extension of the Green Line through Somerville. However, it is also very important for the City to have a Green Line station at Union Square. Such a station is an important part of our revitalization strategy for Union Square. We support an analysis of the Green Line extension which includes direct service to Union Square as a priority, not simply as one option to be explored.

Urban Ring Phase 2

Somerville is proud to be a member of the Urban Ring Compact and has been involved in the development of the Major Investment Study (MIS) for the Urban Ring. We supported the phased approach toward implementation of the Urban Ring as the most realistic way to implement the project in a time of limited funds and competing needs. However, we are very concerned that only Phase 1 of the Urban Ring is listed in the Plan Update. According to the MIS, all three phases of the Urban Ring are intended to be in place prior to 2025. As a blueprint for transportation improvements for the next 25 years, the Plan Update should ideally include funding for all three phases. At a minimum, it should include funding for Phase 2. Phase 2 improvements such as a commuter rail stop at Union Square and Bus Rapid Transit connections are essential to continued economic growth and congestion reduction in the Urban Ring corridor. We request that funding for Phase 2 is included in the Plan Update.

Concluding Remarks

I want to thank you for holding a meeting in Somerville to discuss the Draft Update of the Regional Transportation Plan and the MPO Public Involvement Program. Over 70 people attended this meeting to discuss transportation issues related to Assembly Square and Union Square and the entire city. Due to our location, Somerville bears the brunt of much of the transportation infrastructure in the region. I believe that we deserve to reap more of the benefit in the future. I hope that you will take our needs into serious consideration when making the final decisions on the Draft Update.

Sincerely,

Dorothy A. Kelly Gay

Dorothy A. Kelly Gay
Mayor

enc. (3)

cc: U.S. Representative Michael E. Capuano
State Senators Thomas Birmingham, Charles Shannon
State Representatives Vincent Ciampa, Timothy Toomey, Patricia Jehlen
The Honorable Board of Aldermen
Somerville Transportation Cabinet
Regional Transportation Advisory Council Members

CITY OF SOMERVILLE, MASSACHUSETTS
BOARD OF ALDERMEN

DOROTHY A. KELLY GAY
MAYOR
February 8, 2001

RESOLUTION

WHEREAS, The City of Somerville is the most densely populated city in Massachusetts; and

WHEREAS, The City of Somerville has a low commercial tax base valued at less than 20% of all assessed properties in the City; and

WHEREAS, The City of Somerville has set a long-term goal of increasing the commercial tax base to generate additional property taxes to fund needed items such as education; and

WHEREAS, The only area of the City available for substantial commercial development is Assembly Square; and

WHEREAS, The City of Somerville commissioned a professional planning study by the Cecil Group to, among other things, address commercial development at Assembly Square; and

WHEREAS, The Cecil Plan "recommends. . . construction of a new MBTA Orange Line Stop. . . [as] the first step to unlock the development potential" of the area; and

WHEREAS, The interchange at Mystic Avenue and Route 93 provides access to Assembly Square and in its current state poses a serious safety hazard and impedes the development of Assembly Square; and

WHEREAS, The latest draft of the Transportation Plan of the Boston Metropolitan Planning Office fails to include the project for the redesign and construction of the interchange at Mystic Avenue and Route 93 as a project in the recommended plan; and

WHEREAS, The City of Somerville pays the fifth highest assessment of MBTA user communities, yet only contains one rapid transit stop and no commuter rail stops; and

WHEREAS, Union Square suffers from substantial traffic congestion that impedes development and access; and

WHEREAS, The extension of the Green Line of the MBTA to Union Square would provide a substantial benefit for the economic development of the Square and would provide an alternative to motor vehicle use for the residents of the area around the Square; and

WHEREAS, The construction of the Urban Ring would provide Somerville with needed rapid transit access; **NOW THEREFORE BE IT**

RESOLVED, That this Board of Aldermen does hereby:

1. express its dismay as to the removal of the project for the design and reconstruction of the Mystic Avenue and Route 93 interchange from the latest draft of the Transportation Plan of the Boston Metropolitan Planning Office as a project in the recommended plan,

2. urge as strongly as possible that the Mystic Avenue/Route 93 project be included as a project in the recommended plan,

3. believe that Somerville is not adequately served by Rapid Transit,

4. urge that the rapid transit stop at Assembly Square be included in the recommended plan and that its completion date be moved forward,

5. support the expansion of the Green Line, including access to Union Square, and

6. support the urban ring project.

Somerville Board of Aldermen

Submitted By:

President William A. White, Jr.

Alderman John M. Connolly

Alderman Joseph A. Curtatone

Alderman James F. Halloran

Alderman Sean T. O'Donovan

Alderman James McCallum

Alderman Denise Provost

Alderman William M. Roche

Alderman Bruce M. Desmond

Alderman Thomas F. Taylor

Alderman Kevin A. Tarpley, I

CITY OF SOMERVILLE, MASSACHUSETTS
DOROTHY A. KELLY GAY
MAYOR

Terry Regan
Central Transportation Planning Staff
State Transportation Building
10 Park Plaza #2150
Boston, MA 02116

December 20, 2000

Re: Circulation Draft of the Transportation Plan for the Boston Region

Dear Mr. Regan:

First of all, congratulations on the development of a circulation draft that is both readable and informative. In particular, I can appreciate that you and the other authors of the plan had to put together a great deal of information for the plan under a tight timeframe.

General Approach

I am pleased to notice that the Metropolitan Planning Organization (MPO) plans to increase its emphasis on the efficient redevelopment of land rather than the continued development of new land.

It is clearly more efficient to invest in transportation systems in the inner core than out in the suburban fringe. Not just the residents of these areas use these investments, but so do the hundreds of thousands of commuters who come into the inner core to work, recreate, or shop. In addition, the significant infrastructure investments that have already been made in the inner core should be strengthened by continued investment in these areas. Concentrating transportation infrastructure in the inner core and other redevelopment areas also is good for the environment. Doing so minimizes the negative environmental and community character impacts the transportation system and the land uses it creates will have on greenfields located on the suburban fringe. It also makes good financial sense in general to improve existing systems rather than build entirely new systems.

Investing in the transportation system of the inner core is consistent with the policies outlined in Chapter 1 of the Transportation Plan. In particular, Policy 7 places a high priority on investment in the existing system. It is also consistent with state policy.

Executive Order 385: Planning for Growth states that "[a]ll Agencies shall promote, assist and pursue the rehabilitation and revitalization of infrastructure, structures, sites, and areas previously developed and still suitable for economic (re)use."

Specific Comments
In addition to these general comments, I offer the following specific comments on projects proposed in the circulation draft:

Assembly Square Orange Line Infill MBTA Station
The construction of a new Orange Line MBTA Station is the City of Somerville's top transportation priority. This station will have positive benefits to the environment, Orange Line ridership, and land use and development patterns that are far in excess of its relatively small cost. We strongly request that construction of such a station be included in the transportation plan.

We have just completed the *Assembly Square Planning Study*, a strategic plan that sets a vision for Assembly Square and creates a roadmap for how to achieve that vision. In development of that study, we conducted an initial feasibility and cost study of a possible new transit station, and determined that it is likely to be both operationally feasible and relatively inexpensive. In addition, the planning study found that any significant redevelopment of Assembly Square into a mixed-use district would require such an MBTA station.

Construction of the MBTA station at Assembly Square would help implement the following state, regional and local policies:

- Brownfields redevelopment: Much of Assembly Square is old industrial and manufacturing lands that are lying dormant in part due to environmental contamination. Significant redevelopment of these sites for anything other than low-level big box retail will require direct transit access.
- Public-private partnerships: The City recently purchased a nine acre parcel of land along the Orange Line tracks in Assembly Square known as Yard 21. We are drafting a request for proposals (RFP) for developers that we anticipate issuing next year. In that RFP we plan to offer the site for sale to a developer at a reasonable price in return for their agreeing to fund a substantial portion of the construction of an MBTA station. In return, the developer will not only get a valuable developable parcel, but the dramatically increased value of that parcel that transit access will create.
- Environmental Justice: The City of Somerville contains significant low- and moderate-income households and pays one of the highest MBTA assessments in the region. We have five commuter rail lines and two rapid transit lines traversing the City, but only one stop within the city. Creating an additional Orange Line stop at Assembly Square will help address the issue of environmental justice at an extremely low cost to the state and region, due to the fact that trains already pass by this location on the existing Orange Line.

- "Smart Growth": Encouraging growth in inner core locations such as Assembly Square will help reduce growth pressures on the urban fringe. A rapid transit stop will wholly transform the land economics at Assembly Square and unlock over 140 acres of land for high quality redevelopment.

We estimate the cost of such a station to be between $5 and $20 million, of which we would expect the developer of Yard 21 and other developers in Assembly Square to provide a significant portion. As a significant first step, the owners of the Assembly Square Mall have agreed to provide $100,000 to fund a detailed study of this proposed MBTA station. We request that construction of an Orange Line station at Assembly Square be included in all 2025 Build Scenarios and its VMT and air quality benefits be included in the analysis thereof.

Green Line to Medford Hillside

This project is currently listed in the 2025 Build Scenario, and is a SIP commitment. It is also part of the Administrative Consent Order filed pursuant to Central Artery mitigation commitments dated September 1, 2000.

The City of Somerville strongly supports this project for environmental justice, air quality, and sustainability reasons. It will provide much-needed transit service to parts of the City that suffer from a significant lack of rapid transit access at present. These portions of the City have the density to support such a service, as well as lower-income areas that are dependent on transit. The development patterns in these areas are transit-oriented due to the fact that they were developed along streetcar lines and nine discontinued commuter rail stations as one of the original "streetcar suburbs."

However, it is crucial to the economic vitality of the City of Somerville that this project have a station in Union Square. Several bus lines already serve Union Square and enjoy high ridership levels. Union Square is currently undergoing a significant revitalization due in part to the emphasis this administration has placed on public improvements and planning. We hired a planner with extensive private sector experience to manage the revitalization of Union Square, and are currently planning or implementing several initiatives to jumpstart development:

- Development of a new public safety building as part of a private-public partnership that will likely include other office development
- Development of a comprehensive plan for vehicular, bus, transit and pedestrian circulation
- Pursuing designation of Union Square as a "Neighborhood Revitalization Strategy" area under the federal Department of Housing and Urban Development, including a market analysis and an economic development action plan.
- Updating of the zoning for the area to allow higher density commercial development and innovative, mixed-use developments such as the "Union Place" mixed-use project along Webster Avenue

- Continued implementation of the urban renewal plan for the Boynton Yards area southeast of the Square
- Funding for an image and identity project being implemented by the Chamber of Commerce
- Assistance to the "Spice of Life" festival, an annual celebration of the diversity and character of Union Square

However, all of these initiatives can only go so far if we do not obtain a Green Line station in Union Square. The Urban Ring no longer calls for a station in Union Square, but instead proposes the use of Bus Rapid Transit. We do not think this is an adequate commitment for a true regional destination that was the site of the flying of the first American flag.

All of the arguments that apply towards the logic of an MBTA station in Assembly Square also apply to the provision of a Green Line Station at Union Square. We call upon the MPO to make it clear in the transportation plan that the Green Line to Medford Hillside will provide direct access to Union Square along the Fitchburg Line before tunneling under Prospect Hill to join the Lowell/New Hampshire Main Line.

Construction of the Minuteman Bicycle Trail Extension to Lechmere

The City of Somerville is in the process of conducting a feasibility study for the extension of the linear bicycle path from its current end at Cedar Street through to the Lechmere area of East Cambridge. Although that study is not yet complete, initial analysis suggests that there is at least one feasible route for this extension. We anticipate that we will have a preferred route selected this spring, and will then move forward with initial design and identification of funding sources for construction.

The City of Somerville strongly supports the use of bicycles, particularly in this highly congested corridor. We request that this bicycle route be added to the 2025 "Build" scenario and that its air quality and VMT benefits be incorporated into that scenario.

I-93/Mystic Avenue/McGrath Highway Interchange Improvements

In 1994, the Massachusetts Highway Department completed a feasibility study of improvements to this congested, dangerous intersection. That study concluded that the southbound lanes of McGrath Highway should be relocated below grade to match the northbound lanes. It also included at-grade improvements to redesign the intersections to improve traffic flow and increase pedestrian and vehicular safety. The estimated cost of this project was $50 million. Some design work has also been completed on this project.

Since that time, the City of Somerville has conducted the *Assembly Square Planning Study*. The traffic analysis conducted as part of that study determined that improvements to this interchange were essential to unlock the redevelopment potential of Assembly Square. Such redevelopment is in keeping with the state and regional policies outlined above, but cannot occur without this important project. In addition, as one of the most dangerous traffic locations in the state, it is important to make improvements to this

interchange to save lives and property damage. The City of Somerville requests that this project be included in the 2025 Build Scenario and its air quality, VMT and accident reduction benefits be incorporated into that scenario.

Clean Buses

We understand that the MBTA is under an Executive Order not to purchase any additional diesel-fueled buses. We applaud that order and ask that the Regional Transportation Plan explicitly name a transportation project to phase out existing diesel-fuel buses and replace them with cleaner burning vehicles.

In keeping with the policy of considering environmental justice in this plan, we also call upon the MPO to request that the MBTA phase in these cleaner buses in equal proportions to total VMT across the region. Inner core residents live with the public health problems caused by high levels of diesel emissions because many bus lines serving other areas of the city pass through their neighborhoods on the way to downtown. We should receive our fair share of clean buses.

Conclusion

Thank you for soliciting comments on this document. Once again, congratulations on your fine work on the draft plan. My staff and I look forward to working with the MPO on this plan and other planning activities to help improve the Boston area.

Sincerely,

Dorothy A. Kelly Gay

Dorothy A. Kelly Gay
Mayor

Cc: U.S. Representative Michael E. Capuano
State Senators Thomas Birmingham, Charles Shannon
State Representatives Vincent Ciampa, Timothy Toomey, Patricia Jehlen
Metropolitan Planning Organization Chair Kevin Sullivan
The Honorable Board of Aldermen
Somerville Transportation Cabinet

CITY OF SOMERVILLE, MASSACHUSETTS
OFFICE OF HOUSING & COMMUNITY DEVELOPMENT

DOROTHY A. KELLY GAY
MAYOR

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Sherri N. Geldersma
Andrea Shapiro

Terry Regan
Central Transportation Planning Staff
10 Park Plaza, Suite 2150
Boston, MA 02116

July 14, 2000

Re: Orange Line MBTA Station at Assembly Square

Dear Terry:

To follow up on our conversation yesterday, I am providing you with some background information to support our request that construction of an Orange Line station at Assembly Square be included in the Regional Transportation Plan.

The concept of an MBTA stop at Assembly Square dates back at least 20 years. The 1980 Urban Renewal Plan for Assembly Square called for a station. More recently, there has been movement towards constructing a larger station at Sullivan Square, which would expand to the north to provide access to the southern portion of Assembly Square. There are also plans for an Urban Ring station at Assembly Square.

While these are both reasonable projects that may end up proceeding, we believe that Assembly Square requires an additional MBTA station in order to unlock the significant development potential along the Mystic River.

In 1999, the City retained The Cecil Group to conduct a planning study of the Assembly Square area and to draft an updated Urban Renewal Plan. The draft summary, which I enclose, suggests that the Assembly Square area has a great deal of potential for medium- to high-density mixed-use development based on the existing infrastructure nearby, its proximity to downtown Boston, and the natural amenity of the Mystic River. However, much of this potential depends on the creation of a new MBTA.

We understand that the MBTA has limited funds and is particularly lacking in resources as it struggles to adjust to forward funding. However, we believe that this project can

provide so much benefit to the region at such low cost to the MBTA that it would be a shame not to move forward with it at this time. Consider the following:

1. *It can be constructed at little or no cost to the MBTA:* The City is in the final process of purchasing a nine acre parcel along the Orange Line tracks, known as Yard 21, from the MBTA. Once we have possession of this parcel, we plan to issue a Request for Proposals for developers. With this RFP, we expect to attract a professional development team to construct office space on these nine acres and nearby parcels that are currently underutilized. Based on conversations with several major development firms, we expect there to be heated competition for this parcel. However, in order to be eligible to develop Yard 21, we will require that any developer agree to provide a significant amount of funding for a new MBTA station. We believe, and developers have confirmed, that we could expect to receive $5 million or more through the Yard 21 RFP, and at the same time provide a significant built-in ridership base for the new station. In addition, the Orange Line station at Assembly Square was ranked as a top priority in the Metropolitan Area Planning Council's Comprehensive Economic Development Strategy for the region. This ranking makes the project eligible for $1 million of additional federal funding from the Economic Development Administration.
2. *The Redevelopment of Assembly Square is consistent with State Policies of Brownfields Redevelopment and "Smart Growth":* We are proposing to provide a high density of office, retail and other uses in a site located in the inner core of the Boston metropolitan region. The development of this site will reduce the pressure for additional development on the fringes of the region. Even the infrastructure is already in place, with the exception of a place where people riding the Orange Line and Commuter Rail can get on and off the trains as they go past.
3. *Providing an additional Orange Line station can provide the MBTA with additional riders on the downtown to Oak Grove section of the Orange:* The Red Line carries twice the number of passengers per day as the Orange Line. A new station near a new office and retail development would attract additional riders to an existing service that has the capacity to handle it.
4. *East Somerville contains a diverse, lower-income population base that is transit-dependent and currently has limited transit options:* East Somerville contains a high percentage of minority and lower-income residents who depend on transit to get to jobs and other activities. Although some areas of East Somerville are close to Sullivan Square, others must rely on buses to get around. A new Orange Line station in Assembly Square, in conjunction with increased pedestrian access across I-93 that we are planning, would provide these populations with environmental justice.
5. *The City fully supports the planning and construction of an MBTA station:* Mayor Kelly Gay and the Board of Aldermen have all expressed a strong level of support for a new Orange Line station in Assembly Square. We are proud of the richness of our community and the transit-orientation of the City. However, transit orientation requires adequate transit availability. Somerville pays the third highest assessment to the MBTA, with only one MBTA station. By comparison, Quincy has four stations and Newton has eight. We do not mean to suggest that these

Cities should receive less service than they currently do; simply that we should receive more. We are prepared to do whatever we can to aid the MBTA, CTPS, and others in planning for, funding, and constructing a new MBTA station at Assembly Square.

Please take a change to peruse the draft summary planning study, and let me know if you have any questions.

Sincerely,

Jeffrey R. Levine, AICP
Senior Project Manager

Enc.

Cc: Steve Post, Executive Director, OHCD
William F. Lyons, Jr., P.E., Director, Traffic and Parking, City of Somerville

Commenter:	Denise Provost, Alderman At Large, Somerville Board of Aldermen (February 26, 2002)
Type of Comment:	Policy and Project Specific
Abstract of Comment:	Alderman Provost comments that the transportation needs of almost the entire city are grossly underserved. She writes that the city bears the burden of enormous amounts of through-traffic, from automobiles and trucks and from transit rights-of-way and vehicles that do not serve the city, and receives few benefits. This is an environmental justice issue. The city was formerly well-served and grew up around the transit infrastructure, but this service is gone. She supports the Red/Blue Connector, the Green Line Medford Hillside extension serving Union Square, but is concerned about the design for the Mystic Avenue/I-93 Interchange improvements and their possible impact on Assembly Square. Alderman Provost discusses Somerville's transportation history, development, and regional importance. She begins discussing the toll roads, bridges, and canal of the late 18th century, covers the construction of the railroads in the community and notes Somerville's early support for transit, which lead to its development. She continues with the history of highway construction, including the McGrath Highway, the Fellsway, and the elevated I-93, which was to be part of the Inner Belt. Finally she notes the Red Line extension to Davis Square, which spurred economic and social revitalization and the development of the Minuteman Bike Path. Somerville's location has made it regionally important. She notes that the Lowell, Fitchburg, Haverhill, Newburyport, and Rockport lines traverse Somerville carrying a total of 45,000 riders a day without stopping in Somerville. Somerville also hosts a rail freight corridor. The Orange Line also traverses the city without stopping. The interstate and other regional roadways carry hundreds of thousands of vehicles through the city daily. These transportation corridors divide Somerville, and Alderman Provost details their routes. She notes the closures of bridges over these rights-of-way and the impact on the community in terms of safety and community disruption. The through-traffic creates air quality, noise, safety, and insurance cost impacts for residents. The transportation rights-of-way take up many acres of the city, removing them from the tax base. On top of this, the city pays the fifth-highest MBTA assessment. Alderman Provost writes that though Red Line service at Davis Square is very popular, existing bus transit services are poor, unpleasant, and not reliable. The Red/Blue Connector would serve many who go for treatment at the Massachusetts General Hospital. Twenty-seven million dollars should be spent on the Orange Line station at Assembly Square. Union Square would benefit greatly from a Green Line station. She suggests other possible locations for Green Line stops. Alderman Provost is concerned about the viability of the current design proposed for the I-93/Mystic Avenue interchange. She requests that a public participation process be undertaken before the project moves forward and she is concerned that it will have negative impacts on Assembly Square redevelopment and would promote sprawl. She supports the Extension of the Somerville Bike Path as the link to the Minuteman Bike Path from Bedford to Boston, a boost to bicycle commuting.
MPO Response:	The 2000-2025 Transportation Plan Update includes the Green Line extension to Medford Hillside. A station in Union Square is included in the Universe of Projects, a list of all projects that were considered for inclusion in the Plan. The MBTA is currently working to update its Program for Mass Transportation (PMT). The PMT serves as the MBTA's long-range capital improvement program but it is unconstrained from a financial perspective. The analysis of projects for the PMT will influence both future RTPs as well as the MBTA five-year capital program. In addition, the MPO anticipates that the Unified Planning Work Program will have a study to consider the alignment of the Green Line Extension.

Public Comments and MPO Responses From Winter 2002 Outreach

Commenter:	Denise Provost, Alderman At Large, Somerville Board of Aldermen (February 26, 2002)
Type of Comment:	Policy and Project Specific
MPO Response (cont.):	The I-93/Mystic Avenue interchange project is included in the recommended list of projects in the Plan Update. The Red Line/Blue Line Connector project is currently in the recommended list of projects for the 2000-2025 Transportation Plan Update. Existing bicycle information is included in Chapter 7 of the Plan Update. However, because proposed bicycle projects are not considered regionally significant, they are therefore, not specifically listed in the Transportation Plan.

CITY OF SOMERVILLE, MASSACHUSETTS
BOARD OF ALDERMEN
DOROTHY A. KELLY GAY
MAYOR

DENISE PROVOST
ALDERMAN AT LARGE

COMMITTEES
YOUTH SERVICES, CHAIR
PUBLIC HEALTH & SAFETY
HOUSING & COMMUNITY SERVICES
LEGISLATIVE MATTERS

Central Transportation Planning Staff
Boston Metropolitan Planning Organization
10 Park Plaza, Suite 2150
Boston, MA 02116
Attention: Anne McGahan

FEB 28 2002

February 26, 2002

Re: Plan Update, Draft Regional Transportation Plan 2000-2025

Dear Ms. McGahan:

I am writing to comment on the Draft Regional Transportation Plan, as a follow up to my participation in the Public Workshop which you held in Somerville on February 11, 2002. In my capacity as Alderman at Large, I am elected by the people of the entire City of Somerville, and have an obligation to advocate for the interests of the entire city. Since the transportation needs of almost the entire city are grossly underserved, there is much to be said with reference to the most recently updated plan.

1. A Short Transportation History of Somerville

Starting in the late 18th century, the area of Charlestown which became Somerville had a number of privately-developed toll roads and bridges. A portion of the 27-mile long Middlesex Canal ran through the city, until discontinued in the 1840s. The Boston and Lowell Railroad in 1835 began constructing the right of way where the Lowell line of the MBTA commuter rail now runs. This corridor saw consequent residential, industrial, and commercial development. The Fitchburg Railroad was constructed in 1841 in the location where the Fitchburg line runs. Its development sparked the creation of a flanking industrial corridor,the remnants of which still exist.

Somerville was incorporated as a separate town in 1842, due to the efforts of citizen-lobbyists who also "encouraged the development of transit between Somerville and Boston." In 1843, the Fitchburg Railroad commenced passenger service. The availability of mass transit led to the rapid development of Prospect Hill and Spring Hill as residential neighborhoods. This pattern was repeated all over the city: in 1864, with the creation of a street railway from Union Square to Boston (extended in 1871 to West Somerville); in 1870, when the Arlington Branch Railroad was extended to Davis Square; in 1889, when electric streetcar service was introduced. In every location where mass transit became available, residential neighborhoods were built at high densities, giving urban mobility to thousands.

By the turn of the century, the Boston and Maine Railroad alone had eight large and architecturally imposing stations in Somerville. A Somerville Journal editorial about this time expounded that "The city of Somerville, without the Boston and Maine Railroad, bisecting it and linking it with the great world without, is simply an unimaginable community." Somerville was by this time the most densely populated city in New England. It still is.

In 1925, the Northern Artery, later re-named McGrath Highway, was completed. Hundreds of buildings were demolished, and the several streets eradicated along its route, including the tree-lined Fellsway that had once linked Somerville to the Middlesex Fells Reservation. Yet the city's population continued to grow, reaching its peak of 105,813 during World War II. Somerville's trolley system and street railways were on their way out. By 1958, all passenger train service in Somerville had ended. The "unimaginable community" was taking physical shape in Somerville.

By 1969, many more buildings were demolished for the construction of elevated I-93 through Somerville, a project supported by then-Mayor James Brennan. In his inaugural address in January, 1970, Brennan's newly-elected successor, S. Lester Ralph, denounced the I-93 project. Ralph said that "[t]hese roads will take more of our precious land from our use and our tax base. They will merely provide another corridor for people from the suburbs to drive right on through Somerville and into Boston. They will create the need for new roads, just as all other roads have done. They will add to the already serious problem of air pollution. They merely postpone facing the real solution... developing mass transportation systems through the cities."

Elevated I-93 in Somerville was the only part of the Inner Belt project to be built. Then-Governor Frank Sargent cancelled the rest of that enormous Highway Master Plan, saying, on February 11, 1970, "Then, nearly everyone was sure highways were the only answer to transportation problems for years to come. We were wrong." State transportation policy did change direction for a time afterwards. The commonwealth and the MBTA invested in an ambitious project to extend the Red Line to the north and west. In December, 1984, a new Red Line station opened in Davis Square Somerville, leading to the economic and social revitalization of west Somerville. This renaissance was enhanced by the development of a linear park, the easternmost part of the Minuteman Bike Path, in the formerly abandoned railroad right of way of the old Arlington and Lexington Branch Line.

2. The Regional Importance of Somerville

The intensive development of Somerville as a corridor for every kind of transportation since early in the nineteenth century is not a coincidence. Somerville's location between much of the

northern and western parts of Middlesex County and the regional powerhouses of Cambridge and Boston made such development almost inevitable. Such inevitability seems also to have been determined by another curious feature of Somerville's history: unlike most municipalities in the area, which were incorporated in the seventeenth or eighteenth centuries, Somerville did not achieve political autonomy as a town until 1842, and as a city until 1872. Politically, it was weak and unsophisticated compared to its neighbors. Most of its transportation and other development was privately directed before the city had any chance to form its own civic identity, structure and institutions.

Yet those nineteenth century transit routes still have enormous utility - though more for those outside Somerville than in it. The Lowell line commuter rail gets 9,400 riders a day, the Fitchburg line 8,700. The Haverhill line gets 9,800, the Newburyport, 8,800, the Rockport line 8,2000. (These latter three lines, which run through Assembly Square, use the 1845 right-of-way of the Boston & Maine R.R., and the 1854 Eastern Railway.) A total of 45,000 transit riders daily pass through Somerville from their suburban communities to North Station. None can board in Somerville, which has no commuter rail stops. Somerville also has substantial use as a freight corridor by the Guilford Railroad, which generates costs of its own.

The northern end of the Orange line has two stops in Malden and one in Medford before it runs, without stopping, through Assembly Square on its way to Boston. The daily ridership on the Orange Line is 164,000. The Red Line sees over 200,000 boardings daily; 10,000 of these passengers board at Davis Square. Every "T" passenger who drives to Alewife station to park then travels through Somerville. Many more travelers drive their vehicles through Somerville; on I-93, about 135,000 per day. On McGrath Highway, there are close to 50,000 per day. Since the closing of the City Square ramp of I-93 in the summer of 2001, Mystic Avenue has gone from about 25,000 to over 28,000 vehicle trips per day.

Roads which are not the Interstate or arterials also bear heavy traffic. Washington Street through Union Square gets 28,000 vehicle trips per day, 18% of these trucks. Medford Street, formerly a trolley corridor, accommodates one lane of traffic in each direction. Most of the street is residential; it sees over 2,000 vehicle trips per hour during the morning and evening peaks. Many residential street in Somerville only 40 to 50 feet wide, including sidewalks nd on-street parking, bear one to three thousand vehicle trips a day, most of it commuter cut-through traffic. As part of its regional truck study, the MPO has recommended Broadway in Somerville, a primarily residential street which is home to thousands, to be designated an official truck route.

3. Costs to Somerville of its Transportation System

The old railroad lines through Somerville, currently MBTA commuter rail routes, place a significant burden on the city. They chop it into isolated parts, and increase street traffic congestion. Since vehicles may cross the tracks only in a few places, these become bottlenecks. Pedestrians and bicyclists are likewise inconvenienced by having to be routed over bridges.

The Lowell line cuts diagonally across the northern portion of the city for about two-thirds of its length, from southeast to northwest. The tracks divide the easternmost part of the city, restricting access to the Inner Belt Industrial Park area to a loop running off congested Washington Street. This situation has limited the economic development of that area. The tracks cross a railroad bridge over Washington Street, west of that point, the tracks may be crossed

only by bridges owned by the commonwealth and controlled by the Massachusetts Highway Department. The first crossing, traveling east, is at Cross Street. That bridge is slated for reconstruction, and therefore temporary closure.

The next bridge is at Walnut Street. It has long been in bad condition, and subject to a weight limitation. The first week of January, 2002, it was struck by a Guilford R.R. freight train, and damaged so badly that it had to be closed. Mass. Highway has already announced that it will not build a handicapped-accessible pedestrian ramp for use while the bridge is under repair. The city has asked the Architectural Access Board for a waiver from the accessibility requirement. That request has been denied.

Consequently, during the period of bridge repair, no pedestrian will be able to travel this section of Walnut Street. It is the main route from East Somerville to the city's central library and its only high school. These travelers, and those trying to get from Central Hill to the Medford Street bus routes, or from East Somerville to the Highland Avenue bus routes, will be forced to make a detour of over a mile to get to the next crossing place. Another unfortunate, but difficult-to-quantify cost to Somerville of this bridge project is the fate of the nearby Kemp Nut factory site. The city in 1998 bought this 12,0000 square foot site to develop as open space in this densely populated section of the city. Mass. Highway, however, wants to use the site as a staging area for the bridge project. So it sits, vacant and fenced, providing neither tax revenue nor public amenity, in a community starved for both.

The next bridge, heading west, is the School Street Bridge, which was abruptly closed after an inspection in September, 2001. Fortunately, the design work had already been bid, so the traffic chaos only lasted until construction was finished in December of that year. The next bridge west, the Sycamore Street Bridge, underwent emergency closure in 2000, then re-opened in 2001 with the loan of a surplus Bailey bridge from the Central Artery project. The city paid the costs of installation from its own operating budget.

The next bridge west, Central Street, was re-built several years ago, allowing it to handle the detour traffic from the School Street bridge last year, and from the Lowell Street bridge to its west. That bridge was closed in May 2000. It remains closed, design work for its replacement is ongoing. Beyond it, the Cedar Street bridge was closed in 1997 for reconstruction. Mass. Highway used the adjacent city-owned tot lot as a staging area for that project. Their heavy equipment destroyed five irreplaceable mature trees, and all the underground piping for the water play area. The tot lot opened again in Summer of 2001, still incomplete, and lacking trees and water feature, another Somerville open-space casualty of commuter convenience.

There is one last bridge on Broadway, near Ball Square, and the city line of Medford. West Medford actually enjoys a commuter rail stop. If Ball Square, Somerville, residents lived just a mile and a half further west, they could take a one-seat, twelve minute trip to Boston for one fare. As it is, these residents can take one of the Broadway buses to Sullivan Station in Charlestown, to transfer to the Orange line to Boston, paying two fares, and a trip of about 30 minutes, depending on connections. Or these residents could walk the mile or so to Davis Square for the Red line. These are about the best transit connections to be had in Somerville, except for those who dwell in the areas closer to Davis Square or the Somerville side of Porter Square, where housing costs have skyrocketed well beyond those of the neighborhoods less well served by transit.

The story is similar along the Fitchburg line: state-owned bridges confine travel to Webster Avenue, Washington Street, and Dane Street; there is a grade crossing at Park Street, on a stretch of track where schoolchildren and other wanderers are sometimes struck and killed. There is a pedestrian underpass at Sacramento Street, presently closed for reconstruction and not scheduled to reopen until late this summer. There is another bridge at the intersection of Beacon Street and Somerville Avenue, then one arrives at Porter Square, Cambridge. From that station, there is a choice of the commuter rail directly to North Station, or the Red line through Cambridge, into Boston, and ultimately South Station, for the same $1.00 fare.

Somerville also experiences costs from the hundreds of thousands of commuter vehicles that cut across Somerville each day. Quantifying these impacts would be a huge task, but attempts have been made in the past to measure air pollution and noise associated with, for instance, the construction of I-93. We have enormous wear and tear on our roads from heavy use. Public and private property, including fences, signs, other vehicles, and sometimes buildings, are damaged or destroyed regular by careless drivers, most of whom escape detection. In December 2001, for instance, a vehicle drove onto a plaza in Union Square, smashing up not only hardscape and street furniture, but also the monument memorializing the spot of the Union Army recruiting station for which the square was named. Like most urban roadkill, when such items are repaired, it is at the expense of the people of Somerville.

We pay extraordinarily high automobile insurance costs in Somerville, much of it attributable to losses occasioned by out-of-city drivers. Properties on streets with high levels of traffic have demonstrably lower values than comparable properties on less-traveled roads, and for good reason. Pedestrians are unsafe in many areas, parents fear for their children, there are injuries and deaths of bicyclists and pedestrians by motorists. Traffic is a major quality-of-life issue in Somerville.

It may be that the greatest cost to the city from its transportation infrastructure is that of land taken from other uses and removed from the tax base. Somerville encompasses only four square miles. Almost 44% of its land is tax-exempt, much of that includes the vast tracts of East Somerville rail yards and tracks owned by the MBTA or the Guilford Railway. Sizeable areas are also consumed by McGrath and I-93. In 1970 Boston Globe column, Alan Lupo reported that the I-93/Inner belt project would take 98.7 acres of land in Somerville. Lupo stated that construction of I-93, just at its start then, had already removed $303,340 in tax revenues, or 1.5% of its tax base, from the city. The acreage and taxes are still gone, multiplied by thirty-two years. As for "hard" costs, Somerville pays the fifth-highest MBTA assessment in the state, $4.81 million in Fiscal Year 2001.

4. Benefits to Somerville of its Transportation System

This section will not be so lengthy, as the present benefits are skimpy. Somerville does have one very popular, successful MBTA station on the Red line. Somerville has buses, those mobile social service agencies of the mass transit system. At "peak" hours, these run with some frequency, but they are generally not frequent, punctual, or reliable enough to be useful to anyone with responsibilities. In support of this contention, I offer your own tables on schedule adherence appended to the October 31, 2001 Memorandum regarding the Recommendations of the Environmental Justice Subcommittee. I would also refer you to the Environmental Justice Indicators for Somerville on pages 58 and 59 of your Draft Plan. Additionally, buses do not generally offer a pleasant transit experience. Anyone who wishes to see how foul it can be

should visit the Union Square bus stops under the McGrath Highway, with its incomparable mix of noise, fumes, and pigeon droppings.

Somerville has many roads to use, but they are congested during commuting hours, which are extensive. The existence of I-93 and the arterials simply brings vehicles to the city; indeed, they are the main traffic sewer for Cambridge and Boston. These roads have not brought Somerville development, jobs, or taxes. The cars, the trucks, the SUVs, do not come here to stop, spend money, engage in productive activity. Manufacturing in Somerville has gone, no destinations have replaced it. The motorists are just passing through.

Somerville is a city, and one understands and accepts the need for regional transportation facilities, for a certain volume of traffic, and even congestion. Yet for Somerville, the costs of the regional transportation system are so much internal, and the benefits so much external, that the system is out of balance. It's clear that, in the past, Somerville greatly benefitted from its transportation network. The city shaped itself around streetcars and trolleys, railway lines and stations, infrastructure which is now either gone, or has become locally inaccessible. Somerville, substantially built before the invention of the internal combustion engine, has become a city stuffed with cars, lacking significant mass transit. From our hills, we can see stunning vistas of nearby Charlestown, Boston and Cambridge. Getting there is another story.

Somerville's transportation future could be more like its rich past than its impoverished present. Its fate is partly in the control of the MPO. The most expensive part of the infrastructure is still here: those precious rights of way that fan out through the metropolitan center into Essex and Middlesex county. All that urban land currently dedicated to transportation use, which does not have to be purchased and cleared, is a treasure. Since that treasure has been subtracted from Somerville's portion, only restoring a significant part of it to Somerville's portion can work justice to compensate for the recent past.

5. Comments on the Draft Boston MPO Transportation Plan Update, 2000-2025

A. General Comments

Undertaking to do regional transportation planning is a task of daunting size and complexity. The fact that transportation spending is already Balkanized by the many agencies, jurisdictions, and separate pots of money involved must complicate the process for the MPO. It also produces an MPO plan which is difficult to evaluate. Since the plan includes only federally funded projects, its transportation "universe" omits, for example, MBTA and Mass. Highway projects. The entire actual "universe" of transportation projects is thus not visible in one document, nor can the relative overall public investments in highway and transit projects be compared.

B. Specific Comments: Universe of projects for the 2025 Build Scenario, Jan. 23, 2002

I. Projects Previously Included in an Adopted Future Build Scenario

The Charles Street Station reconstruction of the Boston Red/Blue Connector is a project that will benefit many in Somerville, as elsewhere. Many frail elderly who go for treatment to the Massachusetts General Hospital simply cannot climb those stairs. Does the $220 million figure include the $27m that the EJ Committee recommends applying from the MBTA Accessibility program? Somerville could certainly use that $27m for an Orange Line station at Assembly Square.

I am delighted to see the inclusion, with funding source, of the Medford Hillside Green Line project. I started working for the City of Somerville in 1984, the year that the MBTA's "Beyond Lechmere" report was issued. The project goals of improving transit service, providing fare equity, and facilitating transit-sensitive development within the corridor were, and are, right on the mark. Yet I feel it is quite important to expand the scope of this project to extend the Green Line to Union Square, as referenced in the "Projects Included in Comments on the 2001 RTP Update" Universe.

The transit need in Union Square is just as great, and the economic development opportunities for the city greater, due to the availability of more appropriate land. If I had to prioritize the projects, I would say that Union Square probably has a stronger argument for taking precedence. I would also point out, though, that the Green Line Extension itself has been offered to the federal funding authorities as one of the "transit mitigations" for the Central Artery project. It keeps slipping in the mitigation schedule in a manner which is unconscionable. I am told that this and other Artery transit mitigations are to be funded from the MBTA budget and not the Central Artery project budget. If so, that is the probable reason for the slippage, and is itself a great injustice. It is time to deliver some "transit mitigation" in Somerville.

Interestingly, Union Square and Park Street were both historic sites of stations on the Fitchburg Line. The Boston and Maine Railroad, as immediate predecessor to the MBTA, had stations on the Lowell line at Prospect Hill, Winter Hill, Somerville Junction (Lowell Street), and North Somerville (Ball Square). These are all adjacent to still-extant bridges, are fairly evenly spaced. All suggest appropriate locations for stops on the proposed Green Line extension.

II. Projects Previously Studied, Currently under Study, or in Development

This list includes the I-93/Mystic Avenue Interchange, at a cost of $50,000. I had been told by other city officials that this item was eliminated from the MPO plan. It is impossible not to be concerned about cuts in funding for any improvement along Somerville's McGrath Highway corridor. There are several intersections here overdue for thoughtful attention. I am concerned, however, the intersection design for which this funding is dedicated is the 1993 Vollmer Study design posted on the City of Somerville web site.

If I am reading that diagram correctly, the Mystic Avenue exit from I-93 will no longer access Mystic Avenue directly. It appears that this exit route directly into Assembly Square. If this design is built, persons bound for other Somerville destinations will have to drive through Assembly Square to get on to local roads. If they leave Assembly Square via McGrath, they must go north to Wellington Circle, Medford, and then return to Somerville in its southbound lane. It is not at all clear to me that the public is aware of the ramifications of this design, or would accept it. I cannot endorse the application of funds to this design in the absence of a major public information and hearing process. I understand that Route 28 is a state road, but it is also a local road.

I am also concerned about the implications of this design for the successful redevelopment of Assembly Square. The Assembly Square Planning study commissioned by the city and performed by Steve Cecil in 2000 does speak of the need for "redesign of the I-93 interchange to address capacity, safety, and operational difficulties," but makes no evaluation of any particular design. Moreover, the I-93 interchange reconstruction is ranked seventh on Cecil's list of recommended

transportation improvements. The list is topped by a "new Orange Line T stop." I would be profoundly wary of the redevelopment consequences of a transportation strategy which put the I-93 interchange at the top of the list, and relegated the T stop to any lower position.

This concern is reinforced by information I have received at seminars sponsored by U.S.E.P.A and others on "Smart Growth" development, and by articles in the professional and popular press on the relationship between road building and "sprawl" development. Such an article in the Boston Sunday Globe, Dec. 9, 2001, quotes EOEA Secretary Robert Durand as saying that the development around the new interchange of I-93 and Route 128 in Woburn "is a good example of how not to do something. The impact around that interchange, encouraging big box development - in the long-term that could have an adverse impact, as the interchange becomes unusable because of congestion." The same possible outcome must be considered as the result of an unsuitable design for the I-93/Mystic Avenue junction at Assembly Square. I would scrutinize the "I-93 Capacity Improvements, Somerville to Woburn" listed in your "Projects Identified through RTP Planning Efforts" in the same light.

III. Projects Included in Comments on the 2001 RTP Update

The first of the two Somerville projects listed in this "universe" is "Depress I-93." Almost ironically, this was the plea of those East Somerville residents who fought so hard in the 1960s and early 70s to stop that highway project. When the plans for depressing the Central Artery were unveiled, and it was revealed that this act of repair was designed to end at the boundaries of the City of Boston, fresh insult was added to historic injury. I suspect that the Boston area will not soon undertake another artery-depression project. I would like to point out, however, that in a fair, and fully-funded world, this feature would have been part of the Central Artery project. It is another measure of how little Somerville, and especially the working-class, poor, nd minority residents of East Somerville, are traditionally regarded in the planning of regional transportation projects.

The other Somerville project listed in this section is the "Extension of the Somerville Bike Path (Cedar Street to Lechmere)." This is an important and valuable project which would link the Minuteman Bike Path from Bedford almost to Boston, with the potential of opening East Cambridge and Boston to serious bicycle commuting. These riders, as well as walkers and other users of the path, would enjoy relative safety from vehicular traffic. It could be a valuable green space addition to Somerville, provided that trees along the route are not destroyed wholesale. Secretary Durand commented most favorably on the project in his comments on the proposed developments at North Point in Cambridge. Somerville has already invested in a design study, and plans to bond some of the cost. This relatively inexpensive project would be a big gain for Somerville and for the region.

6. Environmental Justice

The theme of environmental justice has been the major motif of my discussion. It is an idea whose time is overdue. I am pleased that this concept is being taken seriously, and I hope that it will cast a new light in which Somerville's transportation predicament may be understood.

Very truly yours,

Denise Provost

Public Comments and MPO Responses From Winter 2002 Outreach

Commenter:	Senator Michael W. Morrissey (February 21, 2002)
Type of Comment:	Project Specific
Abstract of Comment:	Senator Morrissey requests that the MPO include the South Weymouth Naval Air Station Connector project in the Plan Update. He explains that the Naval Air Station poses a unique economic opportunity for the state. The federal government will offer the property to the state for parkland and for economic adjustment, to mitigate the economic impacts of the base closing, if there is a viable plan for accomplishing this. He points out that the Senate has supported state funding for the project and has lobbied for federal funding in TEA-21. Inclusion in the Plan Update will secure $14,223,000 in federal TEA-21 funds for the project. Failure to include the project will result in loss of these and possibly other future funding. This project is important to the regional economy.
MPO Response:	The South Weymouth Naval Air Station project is included in the list of recommended projects for the 2000-2025 Transportation Plan Update.

COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS SENATE
STATE HOUSE, BOSTON 02133-1053

SENATOR MICHAEL W. MORRISSEY
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FEB 25 2002

COMMITTEES
GOVERNMENT REGULATIONS (CHAIR)
WAYS AND MEANS
NATURAL RESOURCES AND AGRICULTURE
TRANSPORTATION
REDISTRICTING (VICE-CHAIR)

February 21, 2002

Ann McGahan
Central Transportation Planning Staff
10 Park Plaza, Room 2150
Boston, Massachusetts 02116

Re: Request to include the South Weymouth Naval Air Station in the MPO 25-year plan

Dear Ms. McGahan:

The former South Weymouth Naval Air Station is being offered to the State, a portion as parkland and a portion for economic adjustment for the federal government's decision to close this facility. Transfer of both portions are dependent on the Commonwealth demonstrating that the land can be used to mitigate impacts from lost employment and that the revenues derived from economic development can be used to maintain the parkland in perpetuity.

Realizing the importance of this unique opportunity and the potential benefit to the State economy, we in the Senate have supported the South Shore Tri Town Development Corporation and the project with State funds and have lobbied extensively for federal support including $14,223,000 in Federal TEA-21 funds.

Inclusion of the Naval Air Station Access Improvements project in the Metropolitan Planning Organization's 25 Year Plan will allow this regionally important project to be included in the Transportation Improvement Program and secure the $14,223,000 in federal TEA-21 funds. Failure to include the project in your Plan will result in a direct loss to the Commonwealth and will seriously jeopardize our ability to secure future federal funds.

Without these funds, it will be difficult to acquire and redevelop this Naval Air Station. On behalf of my constituents and the well being of the region, I respectively request you include the Weymouth Naval Access project in your plan.

Sincerely,

Michael W. Morrissey
Senator, Norfolk and Plymouth

Commenter:	Kenneth A. Goff, Executive Director, South Shore Tri-Town Development Corporation (February 21, 2002)
Type of Comment:	Project Specific
Abstract of Comment:	Mr. Goff requests that the MPO continue to include the Naval Air Station Access Improvements Project in the MPO Plan Update. He explains that its inclusion is necessary for the project to receive its state and federal funding (dedicated State Transportation Bond Bill funds of $50,000,000 and Federal TEA-21funds of $14,223,000). This funding will be used to finance transportation/redevelopment studies, permitting, and design for the project. Inclusion of the Naval Air Station Access Improvements project in the Plan is necessary for access to its funding. Congressman Delahunt recently agreed with MassHighway to release $4,500,000 of the high priority project federal funds as matched by $2,000,000 of the Transportation Bond Bill authorization for permitting and design. The Commonwealth may lose this funding if it is not included in the Plan and programmed in the Transportation Improvement Program, and if the funding draw-down does not begin. The Tri-Town Corporation is now working toward Executive Office of Environmental Affairs approval for its first phase. This will involve preparation of an environmental impact report which will include examination of infrastructure, possible multi-modal transportation alternatives, transit improvements, an access road from Route 3, and widening of Route 18. The Draft Environmental Impact Report is scheduled for completion in fall 2002. The Commonwealth has an opportunity to acquire the former Naval Air Station for parkland and economic development if it can demonstrate that it has a viable plan for offsetting the job loss due to base closure and maintain the parkland. The property's host communities, Weymouth, Abington, and Rockland, have developed a reuse plan to accomplish this. The state legislature has created the South Shore Tri-Town Development Corporation as the redevelopment authority for this property. It estimates that approximately $750 million private and public funds will be invested in the region and 7,500 permanent jobs will be created.
MPO Response:	The South Weymouth Naval Air Station, Route 18, and Route 3 projects are included in the list of recommended projects for the 2000-2025 Transportation Plan Update.

South Shore Tri-Town Development Corporation

223 Shea Memorial Drive, South Weymouth, MA 02190

Mr. Dennis DiZoglio
Chairman
Boston Metropolitan Planning Organization
C/O: Central Transportation Planning Staff
Suite 2150
Ten Park Plaza
Boston, Massachusetts, 02116

February 21, 2002

FEB 25 2002

Reference: MPO Regional Transportation Plan Update

Attention: Anne McGahan

The South Shore Tri-Town Development Corporation (the "Corporation") is writing this letter to you to request that that the Naval Air Station Access Improvements Project (the "Project") remains in the proposed MPO 25-Year Transportation Network Plan (the "Plan") now in the public hearing process. We understand that a revision to the current Plan is to be formally adopted by the MPO during its mid-March meeting. The inclusion of the Project in the Plan is critical since this is the primary mechanism that initiates the process for the release of dedicated State Transportation Bond Bill and Federal TEA-21 Grant funds for use, in part, to finance ongoing and planned transportation/redevelopment investigations, permitting and designs for Naval Air Station - South Weymouth Redevelopment Project.

Background Information

The Commonwealth of Massachusetts has a unique opportunity to acquire almost 1450 acres of land, located 12 miles south east of Boston, at the former Naval Air Station - South Weymouth (the "Base"). This surplus federal land is being offered to the Commonwealth, a portion as parkland and a portion as an economic adjustment for the federal government's decision to close this military facility. Transfer of both portions are dependent on the Commonwealth demonstrating the land can be used to mitigate impacts from lost employment and that revenues derived there from can be used to maintain the parkland, in perpetuity.

Since the 1995 announcement of the closure of the Base and its formal closing in September 1997 there has been a major regional program underway to redevelop the Base. The Host Communities of Abington, Rockland and Weymouth and its local redevelopment authority, the Corporation (created by act of the Mass State legislature in August 1998) have worked to implement a reuse plan that creates a viable mixed-use development at the Base to replace the economic loss when the US Navy closed the Base. The focus of our efforts has been to (1) demonstrate to the federal government that a viable plan is in place, and (2) implement this plan to realize economic benefits to the communities immediately around the Base, the South Shore region and the Commonwealth.

During the proposed staged development period the Corporation anticipates that Base redevelopment will create several thousand construction and approximately 7500 permanent jobs in the south shore region. Approximately $750 M in private and public funds will be invested in the region and Commonwealth during the redevelopment process.

Current Activity

The Base redevelopment process is moving forward with site environmental remediation being undertaken by the US Navy and the Corporation conducting investigations, developing concept designs and preparing a MEPA Phase 1 Document for a Spring 2002 submittal to the Executive Office of Environmental Affairs (EOEA). The scope of this work is defined in EOEA Secretary Robert Durand's Scope Certificate (October 2000) and includes both the Base Development and Associated Regional Transportation Improvements.

At this time the Corporation's primary focus is to gain a Stage 1 development approval from Secretary Durand during 2002. Once the Navy conveys the first parcel of property to the Corporation, property sale(s) may occur and the initial development program can begin soon thereafter. Concurrent with gaining approval of the Phase 1 Document the Corporation is conducting investigations and studies to prepare the Corporation's Draft Environmental Impact Report (DEIR). A primary emphasis of the DEIR will be early stages of Base redevelopment, evaluation of infrastructure, multi modal transportation alternatives to mitigate regional traffic impacts and detailed designs for the long due upgrade to Rt. 18. The basis and departure point to the planned transportation alternatives studies is the MassHighway study to evaluate regional traffic impacts that could occur resulting from the redevelopment of the Base (South Weymouth Access Study – Final Report , August 2000).

At this time the Corporation's schedule calls for the DEIR to be completed in late Fall 2002.

The funding of work planned for the ongoing DEIR preparation, including investigations, surveys and a 100% design for the Rt. 18 widening, is fully dependant on (1) the approval of the aforementioned MPO Plan with the Project remaining in its scope, and (2) the eventual amending of the Transportation Improvement Program (TIP). This will enable the Corporation, via a contract with MassHighway, to gain access to state transportation funds bond bill and federal TEA-21 funds to, in part, finance planned investigations, concept designs and MEPA/NEPA permitting. At this time other sources of development financing are being identified. Specific financing currently "dedicated" to Base redevelopment infrastructure improvements include:

- An authorized state legislature Transportation Bond Bill of $50,000,000; and,

- Federal TEA-21 funds in the amount of $14,223,000 for which Congressman Delahunt has been a key proponent in acquiring.

Of the noted funds, Congressman Delahunt recently agreed with Mass Highway to release $4,500,000 of the high priority project federal TEA-21 funds as matched by $2,000,000 of the Transportation Bond Bill authorization for permitting and design work.

We are advised that the Commonwealth may lose these funds in the near future if the Project fails to remain in the MPO Plan, be programmed in the TIP and if draw-down of funds does not commence.

Your support of this request is critically important to accomplish this significant economic redevelopment project. Inclusion of the Naval Air Station Access Improvements project in the Metropolitan Planning Organization's 25 Year Plan will allow the Project to be included in the Transportation Improvement Program and secure federal funds that have been awarded to the Commonwealth for Base redevelopment. The aforementioned monies will be utilized immediately to study amongst other things the transit option, multi-modal, an access road from Route 3 or other feasible alternatives as well as the over due widening of Route 18. Failure to include the project in your Plan will preclude expenditure of these Federal funds and could send a signal to Congress, as it begins to consider a re authorization of TEA-21, that our funding needs are not serious. Without these funds, the Corporation's ability to acquire the surplus federal property will likewise be jeopardized.

Thank you for your support in this important action. The Corporation will be pleased to answer any questions you may have concerning this request. Please do not hesitate to call me at (781) 682-2187.

Sincerely,

Kenneth A Goff
Executive Director

Cc: Board of Directors
MassDevelopment – Ms. Maureen Geary

F:\1.20 Associated Transportation Improvements (Off Site)\1.20.30 Regional Improvements\Correspondence\MPO support letter.doc

Public Comments and MPO Responses From Winter 2002 Outreach

Commenter:	Carole L. Mooney, Selectman, Town of Rockland (February 15, 2002)
Type of Comment:	Project Specific
Abstract of Comment:	Ms. Mooney comments that the Naval Air Station Access Improvements are not defined in the Plan Update. She suggests that the funding identified should be used to improve transit service, including: commuter rail station improvements, and shuttle buses and bicycle trails to the surrounding communties. She notes the Rockland and Hanover community corridor project, reusing abandoned rail right-of-way and linking to the Naval Air Station property. She cites many transportation and environmental benefits from the transit improvements, shuttle buses and trails, such as: more transportation options, reduced single-occupant-vehicle usage, improved, more comprehensive and multi-modal transit services, increased energy efficiency, and improved air quality.
MPO Response:	The South Weymouth Naval Air Station project is included in the list of recommended projects for the 2000-2025 Transportation Plan Update. The MPO received many comments requesting projects to be included in the Transportation Plan. Shuttle bus and commuter rail connections is included in the Universe of Projects list, a list of all projects that were considered for inclusion in the 2000-2025 Transportation Plan Update. In addition, a suburban bus mobility program was included in the plan. Funding will be provided for a variety of programs to improve mobility in areas that are currently underserved by transit. The details of this program will be developed during the Unified Planning Work Program and the Transportation Improvement Program process. The MPO appreciates your input and will keep you informed during the development of these documents.

Carole Mooney
Selectman, Town of Rockland
75 Crescent Street
Rockland, MA 02370

FEB 22 2002

February 15, 2002

CTPS
10 Park Plaza
Boston, MA 02116

Attn.: Anne McGahan

Dear Ms. McGahan:

The Naval Air Station Access Improvements for Hingham, Rockland & Weymouth are not defined in the Transportation Plan Update. The $87,500,000 should be used to transform the T station bordering the base into a terminal to improve capacity on the commuter line. To reduce traffic congestion and to serve an aging population, the terminal must be linked to area communities by shuttle buses and by trails which could accommodate bicycles and other small vehicles. The Rockland and Hanover open space committees are developing a new multi-use community corridor along abandoned railroad tracks which would link with the air base. Assistance from the Boston Metropolitan Planning Organization would help those plans become a reality much sooner.

Creation of a terminal with shuttle buses and trails to the air base would

- increase the availability of transportation options
- encourage projects that reduce reliance on single-occupant vehicles
- make transit service faster, more reliable and more convenient
- complement connections among transit services and communities
- assist communities in providing safe and convenient bicycle and pedestrian connections to transit routes across communities
- support programs that improve reverse commute options
- improve the operation of existing commuter rail services
- encourage the use of new technology to improve the operation of the transportation system
- promote energy efficiency and air quality by reducing vehicular traffic volume
- promote a multimodal, comprehensive approach to transportation with the various modes complementing each other.

Thank you for the oportunity to comment on the transportation plan.

Sincerely,

Carole L. Mooney

Carole L. Mooney
Selectman, Town of Rockland

Commenter:	Terry Fancher, General Manager, South Shore Chamber of Commerce (February 25, 2002)
Type of Comment:	Project Specific
Abstract of Comment:	Mr. Fancher expressed thanks that the Crown Colony exit ramp, Route 18 widening, Route 3 South, and Naval Air Station Connector have been included in the Plan. He expresses the Chamber's support of the continued Harbor Express commuter boat service and suggests that it be subsidized. The Chamber would like to see feeder bus service to the commuter boat facilities. He relays several points about regional transportation that were raised during public discussions: provide more transit to serve suburban destinations, make the South Weymouth commuter rail station at the Weymouth Naval Air Station a regional transportation center, increase the capacity of South Station so the Old Colony Lines can expand service, provide additional information on the modeling used for transportation planning, provide more parking at commuter boats and initiate feeder bus service to the boat terminals, provide more accurate cost information for projects, improve the Braintree Split before widening Route 3 South, implement improvements at Queen Anne's Corner. In addition, he noted that meeting participants believe Greenbush Line service will be important for the region and that they would like future discussions to provide additional information on provisions for improving air quality.
MPO Response:	The Greenbush Restoration and Rte 53/288 (Queen Anne's Corner) projects are included in the list of recommended projects for the 2000-2025 Transportation Plan Update. The MPO received many comments requesting projects to be included in the Transportation Plan. Increased transit service to suburban locations, a commuter rail station at the Weymouth Naval Station, increased capacity at South Station, shuttles to transit stations and ferries, and the Braintree Split are included in the Universe of Projects, a list of all projects that were considered for inclusion in the 2000-2025 Transportation Plan. In addition, a suburban bus mobility program was included in the plan. Funding will be provided for a variety of programs to improve mobility in areas that are currently underserved by transit. The details of this program will be developed during the Unified Planning Work Program and the Transportation Improvement Program process. The MPO appreciates your input and will keep you informed during the development of these documents. The MPO places a priority on the provision of additional access to transit. The MBTA anticipates building 9568 parking spaces along the Commuter Rail Lines as part of its parking enhancement program. This program is funded with a combination federal funds allocated to the MBTA, federal funds allocated to other RTAs for use on the commuter rail system, federally earmarked funds, MBTA funds, local funds, private funds or state bond funds. The MPO will work with host towns in the development of these new spaces. In December 2001, the MBTA and General Dynamics (of which Harbor Express is a subsidiary), entered into an agreement for the MBTA to purchase Harbor Express. The MBTA is providing a subsidy for a five month period and the purchase of Harbor Express is hoped to be completed by June 2002.

South Shore Chamber of Commerce

The Chamber and you...

February 25, 2002

Mr. Dennis DiZoglio
Planning Department
Transportation Building
10 Park Plaza, Room 5750
Boston, MA 02116

Dear Dennis:

I would like to thank you for the opportunity to have participated in the regional dialog that took place in Weymouth in the past week and to do a couple of things. First I would like to continue to advocate and to commend the MPO for adding an exit ramp into Crown Colony, that is important to this area. We are also appreciative of the efforts of the Route 18 widening project, the Route 3 add a lane project and ultimately the Route 3 connector. All of those are important issues to us. Not included in the plan but which we think is important is the continuing use of commuter boats. This comment was made in the public meeting and it also reflects are own views that the Harbor Express Service should continue and should be receiving subsidies through the MBTA and that there should be more feeder bus service to and from the commuter boat parking lots.

As you know I took part in one of the sessions at your meeting and I would like to summarize those thoughts in no particular priority but listed in the order that they were discussed. First, there was a comment that we should be looking at economic development that is here and bring transit to it rather than moving people continuously in and out of Boston.

Second, there was mention of expanding the Old Colony Rail Terminal at the South Weymouth Naval Air Station as a regional transit center. Public transportation will ultimately will be more important than highway expansion projects and they have the potential to move a lot more people in a cheaper manner.

Third, there was discussion on increasing the capacity of South Station so that all of the Old Colony rail lines can expand their service.

36 Miller Stile Road
PO Box 690625, Quincy, MA 02269

Fourth, there were questions on what the model is that is currently being used. It was not particularly a questions of the accuracy, it seemed to be a question of what goes in to the modeling and the suggestion would be that the MPO do more to let people know what that model consists of.

Fifth, there was a question about commuter boat ferry service. The parking has become the limiting factor. There needs to be more parking and there also needs to be more bus service that make connections up to the ferry boat terminals. It is the understanding of those in attendance that CTPS will begin looking at what time the MBTA and ferry boat lots get filled up and add those as congestion management programs in the future.

Sixth, there was appreciation that the MPO would like people to link over to them at www.ctps.org/bostonmpo. Our suggestion would be that you let each of the communities within the MPO know what is on those links and to advertise the fact that the MPO would appreciate the communities making the links over to them.

Seventh, there was a discussion about the representation on the MPO and it was stressed that there is an important need to have a representative from the South Shore representing the best interests of the South Shore directly at the MPO level.

Eighth, there were questions about the correlation about the 25-year plan to the actual costs of the projects. Somehow that should be clarified so that people know how those costs relate to what the projects ultimately may cost.

Ninth, there was a question on air quality and what standards that are currently being used. It was noted that Boston is not in attainment but there appears to be a lack of understanding about a fact that if you add transportation projects that add to air emission pollutants, there has to be something on the other side that will lower those pollutants. In other words, there needs to be an understanding of what transportation control measures might be used in some cases.

The tenth point was it did not seem to make sense to construct the Greenbush line to get cars off the road and then put more cars back on the road with the widening of Route 3. There seems to be a wide general consensus of the importance of the Greenbush Commuter Rail line going through and coming into service.

The eleventh point that was brought up had to do with project selection. It was suggested that a regional approach be made to projects. It was noted that it doesn't' make sense to widen Route 3 unless the Braintree split is fixed.

The twelfth point was that a public system should be one everyone wants to ride and people should not be expected to have to switch from mode to mode. It was suggested that in order to do this there should be more buses on 3A near the Hingham boat terminal because in the current situation people have to hitchhike and they are seen in the morning and the afternoon.

The thirteenth point was why the Fore River Bridge did not show up. There needs to be an understanding among people in attendance at future meetings that projects that do not add to the capacity and are simply replacement items do not show up in your plan.

The fourteenth point was a question on the funding that goes for expansion in which goes for replacement. Not everyone understood that 70% of the funding goes for replacement and only 30% goes for expansion and that is what people are actually commenting on is the 30% for expansion.

And finally there was a question on Queen Anne's Corner. There was a general level of frustration that there is a lot of concern that nothing ever happens at Queen Anne's Corner but that it should and that there should be improvements to that road system.

These basically are the comments that were made at the MPO public involvement program that we were happy to host. If you have further questions, please let me know.

Respectfully submitted,

Terry N. Fancher, CCE
General Manager

Commenter:	State Representative Ronald Mariano (February 21, 2002)
Type of Comment:	Policy and Project Specific
Abstract of Comment:	Representative Mariano asks that the MPO include the Weymouth Naval Air Base Access project in the Plan Update and provides a detailed discussion of the importance of doing so. He provides information on the history of the reuse project for the former South Weymouth Naval Air Base and information on funding and current status. He notes that without support for the project in the Plan, significant currently approved federal funding and future options would be jeopardized. Implementation of the Naval Air Base reuse plan will create jobs and tax revenue. Representative Mariano discusses the Commonwealth's opportunity to acquire the former South Weymouth Naval Air Station property for parkland and economic development, if it can demonstrate a reuse plan that will mitigate the impact of the base closing and provide for permanent maintenance of the parkland. The three towns hosting the property conducted a base reuse planning process that included more than 150 public meetings and workshops and resulted in an adopted reuse plan that provides for 700 acres of open space, 250 acres of active recreation, and 450 acres of mixed use for economic development. The legislature established the South Shore Tri-Town Development Corporation to implement the reuse plan. MassHighway has conducted an access study as part of the effort to improve the transportation system in the area, as conditioned by the Executive Office of Environmental Affairs, and the MBTA has agreed to explore expansion of the South Weymouth commuter rail station to a multi-modal center linking train and regional bus service with the development. Funding for the initiative has come from many sources, primarily from Federal TEA-21 ($14,223,000), and the state Transportation Bond Bill ($50,000,000). MOBD and MDFA have also provided funds. Partial federal and state funding ($4,500,000 and 2,000,000, respectively) will be available for permitting and design work.
MPO Response:	The South Weymouth Naval Air Station project is included in the list of recommended projects for the 2000-2025 Transportation Plan Update.

The Commonwealth of Massachusetts

HOUSE OF REPRESENTATIVES
STATE HOUSE, BOSTON 02133-1054

RONALD MARIANO
STATE REPRESENTATIVE
3RD NORFOLK DISTRICT
DISTRICT: (617) 328-5166
E-Mail: Rep.RonaldMariano@hou.state.ma.us

Chairman
Committee on Insurance
STATE HOUSE, ROOM 254
TEL. (617) 722-2220
FAX (617) 722-2821

FEB 26 2002

February 21, 2002

CTPS, Room 2150
10 Park Plaza
Boston, MA 02116

Attn: Ann McGahan

Re: MPO Regional Transportation Plan Update

The Commonwealth of Massachusetts has a unique opportunity to acquire almost 1450 acres of land, located 12 miles south east of Boston, at the former Naval Air Station in South Weymouth. This surplus federal land is being offered to the State: a portion as parkland and a portion as an economic adjustment for the federal government's decision to close this military facility. Transfer of both portions are dependent on the Commonwealth demonstrating the land can be used to mitigate impacts from lost employment and that revenues derived there from can be used to maintain the parkland, in perpetuity.

Recognizing the value of this unique opportunity, the three Town's in which the property is located formed a planning committee, received state sanction and embarked on a public consensus process involving over 150 public meetings and workshops. The process resulted in a reuse plan adopted by the three Towns that included:

- Preservation of over 700 acres as Open Space;
- Development of 250 acres for active recreation;
- Development of 450 acres for mixed use with job creation and economic stimulus.

Realizing the importance of this unique opportunity, we in the Legislature established the South Shore Tri-Town Development Corporation as an agency with explicit responsibility for acquiring the land and implementing the reuse plan. Early on, the Commonwealth also recognized improvement of the regional transportation system would be key to the success of the reuse plan. MassHighway conducted a $500,000 access study. The MEPA unit of the Executive Office of Environmental Affairs

conditioned development on the adequacy of an improved transportation infrastructure including the use of transit. The MBTA agreed to support the development through the permitting process by exploring expansion of the adjoining South Weymouth stop on the Old Colony line to a true multi-modal center including expanded parking, platform, train service and the potential of linking regional bus service with the development. The Legislature has ultimately supported this opportunity providing $50,000,000 in Transportation Bond Bill authorization. MOBD and MDFA have provided additional funding.

Congressman Delahunt staunchly supports this opportunity having been key in acquiring $14,223,000 in Federal T-21 funds. He has recently agreed with MassHighway to release $4,500,000 of these high priority project federal funds as matched by $2,000,000 of the Transportation Bond Bill authorization for permitting and design work.

Inclusion of the Naval Air Station Access Improvements project in the Metropolitan Planning Organization's 25 Year Plan will allow this regionally important project to be included in the Transportation Improvement Program and secure the $14,223,000 in federal funds. $4,500,000 will be utilized immediately to study amongst other things the transit option, multi-modal, an access road from Route 3 or other feasible alternatives as well as the overdue widening of Route 18. Failure to include the project in your Plan will preclude expenditure of these Federal funds and could send a signal to Congress, as it begins to consider a reauthorization of TEA-21, that our funding needs are not serious. Without these funds, the Corporation's ability to acquire the surplus federal property will likewise be jeopardized.

The South Shore Tri Town Development Corp has already accomplished significant study work using federal and state grants. At least $14,000,000 more will be paid for with federal funds. Evidence of a commitment to complete this work by inclusion in the MPO 25 Year Plan will support acquisition of these surplus federal lands. Subsequent development will create both employment and tax revenues. In these difficult financial times, this is prudent planning and warrants full endorsement by the MPO.

Any consideration you could give to including the Weymouth Naval Access Project in your plan would be greatly appreciated.

Sincerely,

Ronald Mariano

RONALD MARIANO
State Representative

Commenter:	Representative Kathleen M. Teahan (February 25, 2002)
Type of Comment:	Project Specific
Abstract of Comment:	Representative Teahan urges the MPO to include the Weymouth Naval Access project in the Plan Update and provides a detailed discussion of the importance of doing so. She provides information on the history of the reuse project for the former South Weymouth Naval Air Base and information on funding and current status. She says that implementation of the Naval Air Base reuse plan will create jobs and tax revenue. She also believes that this type of investment will expedite the economic recovery of Massachusetts. She notes that without support for the project in the Plan, significant currently approved federal funding and future options would be jeopardized. Representative Teahan discusses the Commonwealth's opportunity to acquire the former South Weymouth Naval Air Station property for parkland and economic development, if it can demonstrate a reuse plan that will mitigate the impact of the base closing and provide for permanent maintenance of the parkland. The three towns hosting the property conducted a base reuse planning process that included more than 150 public meetings and workshops and resulted in an adopted reuse plan that provides for 700 acres of open space, 250 acres of active recreation, and 450 acres of mixed use for economic development. The legislature established the South Shore Tri-Town Development Corporation to implement the reuse plan. The state legislature has supported the project with funding and has lobbied for federal funding ($14,223,000 in TEA-21 funds). $4,500,000 from federal funds will be available for permitting and design work, including study of transit, multi-modal options, an access road from Route 3 and feasible alternatives, and widening of Route 18.
MPO Response:	The South Weymouth Naval Air Station project is included in the list of recommended projects for the 2000-2025 Transportation Plan Update.

The Commonwealth of Massachusetts

HOUSE OF REPRESENTATIVES
STATE HOUSE, BOSTON 02133-1054

KATHLEEN M. TEAHAN
REPRESENTATIVE
7TH PLYMOUTH DISTRICT

JENNIFER K. HORTON
CHIEF OF STAFF

Committees:
Health Care
State Administration

ROOM 130, STATE HOUSE
TEL. (617) 722-2130
FAX (617) 722-2002

February 25, 2002

FEB 28 2002

Ann McGahan
CTPS, Room 2150
10 Park Plaza
Boston, MA 02116

Dear Ms. McGahan:

The Commonwealth of Massachusetts has a unique opportunity to acquire almost 1450 acres of land, located 12 miles south east of Boston, at the former Naval Air Station in South Weymouth. This surplus federal land is being offered to the State; a portion as parkland and a portion as an economic adjustment for the federal government's decision to close this military facility. Transfer of both portions are dependent on the Commonwealth demonstrating the land can be used to mitigate impacts from lost employment and that revenues derived from its reuse can be used to maintain the parkland, in perpetuity.

Recognizing the value of this unique opportunity, the three towns in which the property is located formed a planning committee, received state sanction and embarked on a public consensus process involving over 150 public meetings and workshops. The process resulted in a reuse plan adopted by the three towns that included:

- Preservation of over 700 acres as Open Space;
- Development of 250 acres for active recreation;
- Development of 450 acres for mixed use with job creation and economic stimulus.

Realizing the importance of this unique opportunity, we in the Massachusetts Legislature established the South Shore Tri-Town Development Corporation as an agency with explicit responsibility for acquiring the land and implementing the reuse plan. We have supported the Corporation and the project with State funds and lobbied extensively for federal support including $14,223,000 in Federal TEA-21 funds.

Today, I write to respectfully request inclusion of the Naval Air Station Access Improvements project in the Metropolitan Planning Organization's 25 Year Plan. This will allow this regionally important project to be included in the Transportation Improvements Program and secure the $14,223,000 in federal funds. $4,500,000 will be utilized immediately to study amongst other things the transit option, multi-modal, an access road from Route 3 or other feasible alternatives as well as the overdue widening of Route 18. Failure to include the project in your Plan will preclude expenditure of these Federal funds and could send a signal to Congress, as it begins to consider a reauthorization of TEA-21, that our funding needs are not serious. Without these funds, the Corporation's ability to acquire the surplus federal property, will likewise be jeopardized.

The South Shore Tri Town Development Corporation has already established significant study work using federal and state grants. At least $14,000,000 more will be paid for with federal funds. Evidence of a commitment to complete this work by inclusion in the MPO 25 Year Plan will support acquisition of these surplus federal lands. Subsequent development will create both employment and tax revenues. In these difficult financial times, this is prudent planning and warrants full endorsement by the MPO. I also believe that an economic recovery in Massachusetts will be expedited by investing public money in projects that keep people working and create more opportunities for employment.

On behalf of my constituents, the well being of the region, and the well being of the Commonwealth, I urge you to include the Weymouth Naval Access project in your plan.

Thank you for your time and consideration.

Sincerely,

Kathleen M. Teahan

Kathleen M. Teahan
State Representative

Public Comments and MPO Responses From Winter 2002 Outreach

Commenter:	Town of Rockland (February 26, 2002)
Type of Comment:	Project Specific
Abstract of Comment:	The Town of Rockland comments that the Weymouth Naval Access project is very important to the town and explains why the project deserves full endorsement by the MPO. The comment provides information on the history of the reuse project for the former South Weymouth Naval Air Base and information on funding and current status, noting that implementation of the Naval Air Base reuse plan will create jobs and tax revenue. The comment notes the strong support of the state legislators and Congressman Delahunt and that without support for the project in the Plan, significant currently approved federal funding and future options would be jeopardized.
MPO Response:	The South Weymouth Naval Air Station project is included in the list of recommended projects for the 2000-2025 Transportation Plan Update.

TOWN OF ROCKLAND
Board of Selectmen

Town Hall
242 Union Street
Rockland, Massachusetts 02370

Phone: 781-871-1874
Fax: 781-871-0386
email: RocklandTO@aol.com

Chairman:
Larry J. Ryan
Vice-Chairman:
Lawrence J. Chaffee
Selectmen:
John R. Llewellyn, Esq.
Carol L. Mooney
Mary A. Parsons

Interim Town Administrator:
John W. Rogers

February 26, 2002

Ann McGahan
Certification Activities Manager
CTPS, Room 2150
10 Park Plaza
Boston, Massachusetts 02116

FEB 27 2002

RE: MPO Regional Transportation Plan Update

Dear Ms. McGahan:

The Commonwealth of Massachusetts has a unique opportunity to acquire almost 1450 acres of land, located 12 miles southeast of Boston, at the former Naval Air Station located partly in the Town of Rockland. This surplus federal land is being offered to the State; a portion as parkland and a portion as an economic adjustment for the federal government's decision to close this military facility. Transfer of both portions are dependent on the Commonwealth demonstrating the land can be used to mitigate impacts from lost employment and that revenues derived therefrom can be used to maintain the parkland, in perpetuity.

Recognizing the value of this unique opportunity, the three Town's in which the property is located, including Rockland, formed a planning committee, received state sanction and embarked on a public consensus process involving over 150 public meetings and workshops. The process resulted in a re-use plan adopted by the three Towns that included:

- Preservation of over 700 acres as Open Space,
- Development of 250 acres for active recreation,
- Development of 450 acres for mixed use with job creation and economic stimulus.

Realizing the importance of this unique opportunity, the Legislature supported the Town's planning efforts and established the South Shore Tri-Town Development Corporation as our agent responsible for acquiring the land and implementing the re-use plan.

Both our State Legislators and Congressman Delahunt staunchly support this opportunity having been key in acquiring $14,223,000 in Federal T-21 funds. At our urging, the Congressman and the State agreed to release $4,500,000 of these high priority project federal funds as matched by $2,000,000 of the Transportation Bond Bill authorization for permitting and design work.

Inclusion of the Naval Air Station Access Improvements project in the Metropolitan Planning Organization's 25 Year Plan will allow this regionally important project to be included in the Transportation Improvement Program and secure the $14,223,000 in federal funds, $4,500,000 will be utilized immediately to study amongst other things the transit option, multi-modal, an access road from Route 3 or other feasible alternatives as well as the over due widening of Route 18. Failure to include the project in your Plan will preclude expenditure of these Federal funds and could send a signal to Congress, as it begins to consider a re-authorization of TEA-21, that our funding needs are not serious.

On behalf of the Town, the South Shore Tri-Town Development Corporation has already accomplished significant study work using federal and state grants. At least $14,000,000 more will be paid for with federal funds. Evidence of a commitment to complete this work by inclusion in the MPO 25 Year Plan will support acquisition of these surplus federal lands. Subsequent development will create both employment and tax revenues. In these difficult financial times, this is prudent planning and warrants full endorsement by the MPO.

Inclusion of the Weymouth Naval Access project in your plan is of great importance to the Town of Rockland.

Sincerely,

Larry J. Ryan
Chairman

LJR/cmd

Public Comments and MPO Responses From Winter 2002 Outreach

Commenter:	Town of Abington (February 21, 2002)
Type of Comment:	Project Specific
Abstract of Comment:	The Town of Abington comments that the Weymouth Naval Access project is very important to the town and explains why the project deserves full endorsement by the MPO. The comment provides provides information on the history of the reuse project for the former South Weymouth Naval Air Base and information on funding and current status, noting that implementation of the Naval Air Base reuse plan will create jobs and tax revenue. The comment notes the strong support of the state legislators and Congressman Delahunt and that without support for the project in the Plan, significant currently approved federal funding and future options would be jeopardized.
MPO Response:	The South Weymouth Naval Air Station project is included in the list of recommended projects for the 2000-2025 Transportation Plan Update.

Town of Abington
OFFICE OF
BOARD OF SELECTMEN
500 GLINIEWICZ WAY
ABINGTON, MA 02351
(781) 982-2100
FAX (781) 982-2138

February 21, 2002

FEB 27 2002

CTPS, Room 2150
10 Park Plaza
Boston, MA 02116

Attn: Ann McGahan, Certification Activities Manager

Re: MPO Regional Transportation Plan Update

Dear Ms. McGahan:

The Commonwealth of Massachusetts has a unique opportunity to acquire almost 1450 acres of land, located 12 miles south east of Boston, at the former Naval Air Station located partly in the Town of Abington. This surplus federal land is being offered to the State, a portion as parkland and a portion as an economic adjustment for the federal government's decision to close this military facility. Transfer of both portions are dependent on the Commonwealth demonstrating the land can be used to mitigate impacts from lost employment and that revenues derived from there can be used to maintain the parkland, in perpetuity.

Recognizing the value of this unique opportunity, the three Town's in which the property is located, including Abington, formed a planning committee, received state sanction and embarked on a public consensus process involving over 150 public meetings and workshops. The process resulted in a reuse plan adopted by the three Towns that included:

- Preservation of over 700 acres as Open Space;
- Development of 250 acres for active recreation;
- Development of 450 acres for mixed use with job creation and economic stimulus.

Realizing the importance of this unique opportunity, the Legislature supported the Town's planning efforts and established the South Shore Tri-Town Development Corporation as our agent responsible for acquiring the land and implementing the re use plan.

Both our State Legislators and Congressman Delahunt staunchly support this opportunity having been key in acquiring $14,223,000 in Federal T-21 funds. At our urging, the Congressman and the State agreed to release $4,500,000 of these high priority project

federal funds as matched by $2,000,000 of the Transportation Bond Bill authorization for permitting and design work.

Inclusion of the Naval Air Station Access Improvements project in the Metropolitan Planning Organization's 25 Year Plan will allow this regionally important project to be included in the Transportation Improvement Program and secure the $14,223,000 in federal funds. $4,500,000 will be utilized immediately to study amongst other things the transit option, multi-modal, an access road from Route 3 or other feasible alternatives as well as the overdue widening of Route 18. Failure to include the project in your Plan will preclude expenditure of these Federal funds and could send a signal to Congress, as it begins to consider a re authorization of TEA-21, that our funding needs are not serious.

On behalf of the Town, the South Shore Tri-Town Development Corp. has already accomplished significant study work using federal and state grants. At least $14,000,000 more will be paid for with federal funds. Evidence of a commitment to complete this work by inclusion in the MPO 25 Year Plan will support acquisition of these surplus federal lands. Subsequent development will create both employment and tax revenues. In these difficult financial times, this is prudent planning and warrants full endorsement by the MPO.

Inclusion of the Weymouth Naval Access project in your plan is of great importance to the Town of Abington.

Sincerely,

Kevin R. Donovan
Chairman
Board of Selectmen

KRD/nh

Public Comments and MPO Responses From Winter 2002 Outreach

Commenter:	Senator Robert S. Creedon, Jr. (February 26, 2002)
Type of Comment:	Project Specific
Abstract of Comment:	Senator Creedon expresses his support for including the Wemouth Naval Access project in the Plan. He notes that inclusion in the Plan is important for receipt of federal TEA-21 and Transportation Improvement Program funding. He asks that the MPO consider the economic benefits related to the receipt of funds, transfer of property, and economic development of the site.
MPO Response:	The South Weymouth Naval Air Station project is included in the list of recommended projects for the 2000-2025 Transportation Plan Update.

COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS SENATE
STATE HOUSE, BOSTON 02133-1053

SENATOR ROBERT S. CREEDON, JR.
2ND PLYMOUTH AND BRISTOL DISTRICT
ROOM 413C
TEL. (617) 722-1200
FAX. (617) 722-1116

COMMITTEES:
JUDICIARY
(CHAIRMAN)

CRIMINAL JUSTICE
BANKS AND BANKING
SCIENCE AND TECHNOLOGY

February 26, 2002

Ann McGahan
CTPS, Room 2150
10 Park Plaza
Boston, Mass 02116

Dear Ms McGahan:

As a member of the Massachusetts Senate and a supporter of the successful transfer of the South Weymouth Naval Air Station to civilian use, I am writing to offer my support to the Regional Development group's effort to get the "Weymouth Naval Access" project included in the MPO 25 Year Plan.

I am advised that such an inclusion would be very beneficial to the project's ability to receive financial assistance through the Transportation Improvement Program and federal TEA-21 funds.

I would appreciate your careful consideration of this request in light of the substantial economic benefits that the successful transfer and development of this site will bring to both the region and the Commonwealth.

Sincerely,

Robert S. Creedon Jr.
Senator

FEB 28 2002

Public Comments and MPO Responses From Winter 2002 Outreach

Commenter:	Representative James M. Murphy (February 25, 2002)
Type of Comment:	Policy and Project Specific
Abstract of Comment:	Representative Murphy asks that the MPO include several projects in the Plan: the South Weymouth Naval Air Base Access project, Route 3A – Weymouth roadway improvements, Route 3 South Widening, and Commuter Boat Service. He provides a detailed discussion of the importance of the Naval Air Base Access project, including information the history of the reuse project for the former South Weymouth Naval Air Base and information on funding and current status. He notes that without support for the project in the Plan, significant currently approved federal funding and future options would be jeopardized. Implementation of the Naval Air Base reuse plan will create jobs and tax revenue. Representative Murphy discusses the Commonwealth's opportunity to acquire the former South Weymouth Naval Air Station property for parkland and economic development. The three towns hosting the property conducted a base reuse planning process that included more than 150 public meetings and workshops and resulted in an adopted reuse plan that provides for 700 acres of open space, 250 acres of active recreation, and 450 acres of mixed use for economic development. The legislature established the South Shore Tri-Town Development Corporation to implement the reuse plan. MassHighway has conducted an access study as part of the effort to improve the transportation system in the area, as conditioned by the Executive Office of Environmental Affairs, and the MBTA has agreed to explore expansion of the South Weymouth commuter rail station to a multi-modal center linking train and regional bus service with the development. Funding for the initiative has come from many sources, primarily from Federal TEA-21 ($14,223,000), and the state Transportation Bond Bill ($50,000,000). Partial federal and state funding ($4,500,000 and 2,000,000, respectively) will be available for permitting and design work. Representative Murphy comments that Route 3A is a major artery serving the South Shore and the traffic volumes have increased significantly. The Weymouth section needs repair and improvements. Route 3 is also a major artery with increasing traffic volumes. He suggests additional study relative to adding lanes. He supports commuter boat service and suggests that increasing service would take cars off the roads.
MPO Response:	The South Weymouth Naval Air Station and Route 3 South widening projects are included in the list of recommended projects for the 2000-2025 Transportation Plan Update. The Route 3A project and commuter boat expansion will be included in the Universe of Projects list. Studies on these projects should also be considered during the development of the MPO's annual Unified Planning Work Program, which occurs in the Spring and Summer or in the Congestion Management System program.

The Commonwealth of Massachusetts
HOUSE OF REPRESENTATIVES
STATE HOUSE, BOSTON 02133-1054

JAMES M. MURPHY
STATE REPRESENTATIVE
4TH NORFOLK DISTRICT
WEYMOUTH

STATE HOUSE
TEL. (617) 722-2800
FAX (617) 626-0823
E-Mail:
Rep.JamesMurphy@hou.state.ma.us

FEB 28 2002

Ann McGahan
CTPS, Room 2150
10 Park Plaza
Boston, MA 02116

February 25, 2002

Re.: MPO Regional Transportation Plan Update

South Weymouth Naval Air Base

The Commonwealth of Massachusetts has a unique opportunity to acquire almost 1450 acres of land, located 12 miles southeast of Boston, at the former Naval Air Station in South Weymouth. This surplus federal land is being offered to the State; a portion as parkland and a portion as an economic adjustment for the federal government's decision to close this military facility. Transfer of both portions are dependent on the Commonwealth demonstrating that the land can be used to mitigate impacts from lost employment and that revenues derived there from can be used to maintain the parkland, in perpetuity.

Recognizing the value of this unique opportunity, the three town's in which the property is located formed a planning committee, received state sanction, and embarked on a public consensus process involving over 150 public meetings and workshops. The process resulted in a reuse plan adopted by the three towns that included:

- Preservation of over 700 acres as open space;
- Development of 250 acres for active recreation;
- Development of 450 acres of mixed use with job creation and economic stimulus.

Realizing the importance of this unique opportunity, we in the Legislature established the South Shore Tri-Town Development Corporation as an agency with explicit responsibility for acquiring the land and implementing the reuse plan. Early on, the Commonwealth also recognized that improvement of the regional transportation system would be key to the success of the reuse plan. Mass Highway conducted a $500,000 access study. The MEPA unit of the Executive Office of Environmental Affairs conditioned development on the adequacy of an improved transportation infrastructure including the use of transit. The MBTA agreed to support the development through the

permitting process by exploring expansion of the adjoining South Weymouth stop on the Old Colony line to a true multi modal center including expanded parking, platform, train service and the potential of linking regional bus service with the development. The Legislature has ultimately supported this opportunity by providing $50,000,000 in Transportation Bond Bill authorization. MOBD and MDFA have provided additional funding.

Congressman William Delahunt staunchly supports this opportunity having been key in acquiring $14,223,000 in Federal T-21 funds. He has recently agreed with Mass Highway to release $4,500,000 of these high priority project federal funds as matched by $2,000,000 of the Transportation Bond Bill authorization for permitting and design work.

Inclusion of the Naval Air Station Access Improvements project in the Metropolitan Planning Organization's 25 Year Plan, will allow this regionally important project to be included in the Transportation Improvement Program, and will help secure the $14,223,000 in federal funds. $4,5000,000 will be utilized immediately to study amongst other things the multi-modal transit option, an access road from Route 3 or other feasible alternatives, and the over due widening of Route 18. Failure to include the project in your Plan will preclude expenditure of these federal funds and could send a signal to Congress, as it begins to consider reauthorization of TEA-21, that our funding needs are not serious. Without these funds, the Corporation's ability to acquire the surplus federal property will likewise be jeopardized.

The South Shore Tri Town Development Corporation has already accomplished significant study work using federal and state grants. At least $14,000,000 more will be paid for with federal funds. Evidence of a commitment to complete this work by inclusion in the MPO 25 Year Plan will support acquisition of these federal lands. Subsequent development will create both employment and tax revenues. In these difficult financial times, this is prudent planning and warrants full endorsement by the MPO.

Route 3A-Weymouth

Route 3A is a major artery which connects the South Shore to Boston. The Weymouth section of this vital road has fallen into disrepair and has not been updated in many years. As population has increased along the South Shore, the number of vehicles which travel Route 3A has also increased significantly. It is clear that Route 3A is in need of improvements both physically and aesthetically.

Route 3-Widening

Route 3 is a major artery that connects the South Shore to Boston. The design of this roadway has not been updated in many years. As population has increased along the South Shore, the number of vehicles that travel Route 3 has also increased significantly. It is clear that Route 3 should be studied to determine if additional lanes are necessary.

Commuter Boat Service

Commuter Boat Service is currently provided from the Fore River Shipyard in Quincy and also from the Hingham Shipyard. Ridership has remained at constant levels in recent years as commuter boat service remains an attractive option to driving a vehicle along the congested roadways. Increased commuter boat service would further take cars from the road.

I implore you to include all of the above referenced projects in the MPO 25 Year Plan. Should you have any questions or comments please contact me directly at the State House at (617) 722-2396.

Sincerely,

James M. Murphy
State Representative
Fourth Norfolk District
Weymouth

Commenter:	David M. Madden, Mayor, Town of Weymouth (February 27, 2002)
Type of Comment:	Policy and Project Specific
Abstract of Comment:	Mayor Madden comments on the great importance of the Weymouth Naval Access project to the town of Weymouth and asks that the MPO include the Weymouth Naval Air Base Access project in the Plan. He provides information on the history of the reuse project for the former South Weymouth Naval Air Base and information on funding and current status. He notes that without support for the project in the Plan, significant currently approved federal funding and future options would be jeopardized. Implementation of the Naval Air Base reuse plan will create jobs and tax revenue. Mayor Madden discusses the Commonwealth's opportunity to acquire the former South Weymouth Naval Air Station property for parkland and economic development. The three towns hosting the property conducted a base reuse planning process that included more than 150 public meetings and workshops and resulted in an adopted reuse plan that provides for 700 acres of open space, 250 acres of active recreation, and 450 acres of mixed use for economic development. The legislature established the South Shore Tri-Town Development Corporation to implement the reuse plan. Funding for the initiative has come from many sources, with the strong support of state legislators and Congressman Delahunt, primarily from Federal Tea-21 ($14,223,000), and the state Transportation Bond Bill ($50,000,000). Partial federal and state funding ($4,500,000 and $2,000,000, respectively) will be available for permitting and design work.
MPO Response:	The South Weymouth Naval Air Station project is included in the list of recommended projects for the 2000-2025 Transportation Plan Update.

Town of Weymouth
Massachusetts

David M. Madden
Mayor

75 Middle Street
Weymouth, MA 02189

781-340-5012
781-335-3283 (Fax)
781-331-5124 (TTY)

February 27, 2002

CTPS, Room 2150
10 Park Plaza
Boston, MA 02116

Att: Ann McGahan

MAR -4 2002

Re: MPO Regional Transportation Plan Update

The Commonwealth of Massachusetts has a unique opportunity to acquire almost 1450 acres of land, located 12 miles south east of Boston, at the former Naval Air Station locate largely in the Town of Weymouth. This surplus federal land is being offered to the State; a portion as parkland and a portion as an economic adjustment for the federal government's decision to close this military facility. Transfer of both portions are dependent on the Commonwealth demonstrating the land can be used to mitigate impacts from lost employment and that revenues derived there from can be used to maintain the parkland, in perpetuity.

Recognizing the value of this unique opportunity, the three Town's in which the property is located, including Weymouth, formed a planning committee, received state sanction and embarked on a public consensus process involving over 150 public meetings and workshops. The process resulted in a reuse plan adopted by the three Towns that included:

- Preservation of over 700 acres as Open Space;
- Development of 250 acres for active recreation;
- Development of 450 acres for mixed use with job creation and economic stimulus.

Realizing the importance of this unique opportunity, the Legislature supported the Town's planning efforts and established the South Shore Tri-Town Development Corporation as our agent responsible for acquiring the land and implementing the re-use plan.

Both our State Legislators and Congressman Delahunt staunchly supports this opportunity having been key in acquiring $14,223,000 in Federal T-21 funds. At our urging, the Congressman and the State agreed to release $4,500,000 of these high priority project federal funds as matched by $2,000,000 of the Transportation Bond Bill authorization for permitting and design work.

Inclusion of the Naval Air Station Access Improvements project in the Metropolitan Planning Organization's 25 Year Plan will allow this regionally important project to be included in the Transportation Improvement Program and secure the $14,223,000 in federal funds. Failure to include the project in your Plan will preclude expenditure of these Federal funds and could send a signal to Congress, as it begins to consider a re authorization of TEA-21, that our funding needs are not serious.

On behalf of the Town, the South Shore Tri Town Development Corp has already accomplished significant study work using federal and state grants. At least $14,000,000 more will be paid for with federal funds. Evidence of a commitment to complete this work by inclusion in the MPO 25 Year Plan will support acquisition of these surplus federal lands. Subsequent development will create both employment and tax revenues. In these difficult financial times, this is prudent planning and warrants full endorsement by the MPO.

Inclusion of the Weymouth Naval Access project in your plan, is of great importance to the Town of Weymouth.

Sincerely,

David M. Madden

David M. Madden
Mayor

Public Comments and MPO Responses From Winter 2002 Outreach

Commenter:	Congressman William D. Delahunt (February 28, 2002)
Type of Comment:	Project Specific
Abstract of Comment:	Congressman Delahunt urges the MPO to include the Route 18 Improvements and Route 3 South projects in the Plan. They are critical to the economic health and quality of life in the South Shore. Congressman Delahunt notes the serious traffic congestion on Routes 18 and 3. Route 18 congestion is a particular health and safety problem as it is the main access to the South Shore Hospital. It is also the main access road for redevelopment of the South Weymouth Naval Air Station, which has state-wide economic significance. Congressman Delahunt has provided $14,223,000 in TEA-21 funds for the South Weymouth Naval Air Station Connectivity Improvement project. He is concerned that these and future federal support will be jeopardized if funds for these projects are not included in the Plan. The entire Route 18 corridor from Weymouth to East Bridgewater should have comprehensive improvements. These improvements are long overdue.
MPO Response:	The South Weymouth Naval Air Station, Route 3 South widening, and Route 18 projects are included in the list of recommended projects for the 2000-2025 Transportation Plan Update.

WILLIAM D. DELAHUNT
TENTH DISTRICT, MASSACHUSETTS

1317 LONGWORTH BUILDING
WASHINGTON, DC 20515
(202) 225-3111
www.house.gov/delahunt

SOUTH SHORE
1-800-734-9811
1498 HANCOCK STREET
QUINCY
166 MAIN STREET
BROCKTON

CAPE COD & ISLANDS
1-800-870-3626
146 MAIN STREET
HYANNIS

Congress of the United States
House of Representatives
Washington, DC 20515–2110

COMMITTEE ON THE JUDICIARY
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EUROPE
WESTERN HEMISPHERE

CO-CHAIR
HOUSE COAST GUARD CAUCUS
OLDER AMERICANS CAUCUS

February 28, 2002

Ann McGahan
Certification Activities Manager
CTPS , Room 2150
Metropolitan Planning Organization
10 Park Plaza
Boston, MA 02116

Dear Ms. McGahan:

I am writing to thank you for your leadership on transportation issues, and to urge you to include enhancements to Route 18 and Route 3 South in the Metropolitan Planning Organization's 25 Year Plan. These two projects are critical to the economic health and overall quality of life of the South Shore.

As you know, the recent US Census showed the South Shore to be the fastest growing region in the Commonwealth. Unfortunately, the area's antiquated road and infrastructure systems have not kept pace with this population explosion. Route 18 and Route 3 are continuously choked with traffic.The congestion on Route 18 is particularly alarming because it serves as the primary access road for the region's hospital, jeopardizing public health and safety. Various state and local studies document that improvements to key intersections for Route 18 are long overdue.

Moreover, while five specific intersection upgrades in Weymouth are needed in the short-term, more comprehensive improvements are needed along the Route 18 corridor from Weymouth to East Bridgewater. Route 18 is the main access road for redevelopment of the South Weymouth Naval Air Station, a project of statewide economic significance. In fact, Secretary Bob Durand denied the previous re-use plan for a mega-mall at the former base principally because of inadequate transportation infrastructure. Recognizing that successful redevelopment of the base property is an economic imperative for the South Shore, I secured $14,223,000 in federal funds for the South Weymouth Naval Air Station Connectivity Improvement project in the Transportation Efficiency Act for the 21st

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Century (TEA-21). Last fall, in partnership with Mass Highways, I agreed to release some of these funds for Route 18 environmental and permitting work. With current budget constraints, it would be a shame to lose these federal resources if the state fails to honor its commitment to include Route 18 in the TIP.

I am particularly concerned that failure to secure these funds will not only result in direct loss to the Commonwealth now, but will also jeopardize future federal support for the re-use plan and the region's transportation projects.

While I appreciate the difficult funding decisions facing the MPO, I respectfully request you include Route 18 and Route 3 -- vital transportation improvements for the region -- in your plan. I thank you and Mass Highway officials for your dedication to the Commonwealth's transportation needs, and look forward to working closely with you as the Congress begins debate on the next five-year TEA-21 plan.

Sincerely,

William D. Delahunt

William D. Delahunt

cc: Kenneth Miller

Commenter: Town of Hingham (February 26, 2002)

Type of Comment: Policy and Project Specific

Abstract of Comment: The town submitted comments in four main areas: minor regional or local issues affecting the town, major regional projects directly affecting the town, issues related to general regional transportation plans, and methodological issues.

Regarding Minor regional or local issues, the town requests:

- Commitment from MassHighway for rehabilitation of the one obsolete and four deficient bridges in Hingham,
- Intersection improvements at Queen Anne Corner,
- MassHighway develop guidelines for design and waiver process guidelines for improvements for roadways with scenic and historic issues,
- Inclusion in the Plan of congestion-reducing measures for Route 3A,
- A moratorium on the development of additional runway capacity at Logan Airport, and inclusion in the Plan of additional AITC centers and implementation of coordinated regional air traffic policies, both of which would more equitably distribute air transportation services and reduce congestion at Logan,

Regarding major regional projects directly affecting the town, Hingham requests:

- Postponement of the Route 3 Widening project pending justification of safety benefits (studies of Route 128 show no statistically significant difference in the incidence of traffic accidents between sections with and without permitted breakdown lane use) and study of the Braintree Split (without plans to increase capacity of the Braintree Split, the project's benefits for northbound vehicles will be reduced),
- Design analysis of the impact of the Route 128 Add-a-Lane project, the Naval Air Station Route 3 Connector, and the Route 3 Quincy Crown Colony connection on the Braintree Split,
- Increased investment in commuter boat service as a safe, convenient, and inexpensive transit alternative for the South Shore, including additional spaces in structured parking at Hingham Shipyard, and more parking in Hull and Scituate,
- TMA and TDM shuttle services between ferry terminals in Quincy and Hingham and South Shore towns,
- Improvements at Russia Wharf to link ferry service to land-based transit,
- Additional parking at all public transit.

Regarding issues related to general regional transportation plans, Hingham recommends:

- Plans for widening of Route 128 include HOV and TDM-type transit options linked to development centers crossing radial transit arms,
- That the MPO study options for connections between concentrated development centers between Route 128 and 495 corridors,
- TMA transit options, particularly for reverse commuting, through public/private partnerships,
- ITS options such as ramp metering,
- Incident management for regional roads to be included in all major highway improvement project budgets.

Regarding issues related to methodology, Hingham suggests the MPO:

- Create a stronger link between its policies and the planning processes of its members and other entities,
- Make an additional investment in data collection, including wide distribution,
- Support highly focused analytical investments and comprehensive planning initiatives in corridors,
- Implement a method for assessing the costs and benefits of proposed projects, using accepted social cost/benefit factors,
- Refine the policy/project matrix, to improve its scope and usefulness.

Commenter:	Town of Hingham (February 26, 2002) **(cont.)**
Type of Comment:	Policy and Project Specific
MPO Response:	Minor regional/local issues: • Individual bridge projects are not specifically included in the Transportation Plan but should be recommended for inclusion in the Transportation Improvement Program. • The Route 53/228 project is included in the list of recommended projects in the 2000-2025 Transportation Plan Update. • MassHighway has developed design guidelines for scenic and historic roadways with design waivers guidelines in place. • The Route 3A project will be included in the Universe of Projects list. A study of this project should also be considered during the development of the MPO's annual Unified Planning Work Program, which occurs in the Spring and Summer or in the Congestion Management System program • The MPO does not issue moratoriums on runways, however Massport is working with the FAA and other airports on developing a New England Regional System Plan. Major regional projects: • Route 3 was rated as having a neutral impact to safety in the communities where this project will be constructed. A study on the Braintree Split should be considered during the development of the MPO's annual Unified Planning Work Program, which occurs in the Spring and Summer, or as part of the Congestion Management System program. • The Route 128 Add-a-Lane, Naval Air Station Route 3 Connector, and Route 3 Crown Colony connection projects will have opportunities for public review of design proposals before they are implemented. • The MPO will work with the MBTA to expand commuter boat service, commuter parking, and shuttle service in future planning efforts. • TMA and TDM shuttle services do not typically meet the minimum threshold for being regionally significant and are therefore not specifically identified in the RTP. However, a suburban bus mobility program was included in the plan. Funding will be provided for a variety of programs to improve mobility in areas that are currently underserved by transit. The details of this program will be developed during the Unified Planning Work Program and the Transportation Improvement Program process. The MPO appreciates your input and will keep you informed during the development of these documents. • The Russia Wharf Ferry Terminal project is included in the list of recommended projects in the 2000-2025 Transportation Plan Update. • The MPO places a priority on the provision of additional access to commuter rail stations. The MBTA anticipates building 9568 parking spaces along the Commuter Rail Lines as part of its parking enhancement program. This program is funded with a combination federal funds allocated to the MBTA, federal funds allocated to other RTAs for use on the commuter rail system, federally earmarked funds, MBTA funds, local funds, private funds or state bond funds. The MPO will work with host towns in the development of these new spaces. General regional transportation plans: • While the Route 128 expansion does not include HOV or TDM transit at this time, the MPO will work with MassHighway to address this issue. • Although the MPO does not currently foresee any new highway or rail connections between Routes 128 and 495 beyond those that currently exist, shuttle and bus services between economic centers on the two routes is a concept the MPO supports. However, most of these shuttle services, as well as TMA and ramp metering projects, would not meet the minimum threshold for being regionally significant and would therefore not be specifically identified in the RTP. However, as mentioned above the plan includes a suburban mobility program.

Commenter:	Town of Hingham (February 26, 2002) **(cont.)**
Type of Comment:	Policy and Project Specific
MPO Response (cont.):	Issues related to methodology: • The MPO has taken steps to improve the link between projects and policies with the development of the project-policy matrix included in Appendix C of the Plan Update. The MPO continues to work in this area through the TIP Criteria subcommittee, which is charged with developing a project rating system that can be used to assist in project selection for the TIP. • The MPO has formed a subcommittee on Information Flow to improve the availability of project-specific data to both the relevant MPO committees and the general public. • The MPO's Congestion Management System analyzes the transportation system on a corridor level and recommends specific planning initiatives to address mobility concerns identified. • Cost/benefit analysis is one of the many project evaluation techniques being reviewed by the MPO's TIP Criteria subcommittee. However, the subjective nature of what constitutes a benefit and also the methods by which such benefits are quantified, presents challenges to the effective use of cost/benefit analysis. • The matrix included in Appendix C is a first step in the process of relating policies to projects. The MPO will continue to work on refining the ratings.

To: Dennis A. DiZoglio, Chair
Transportation Planning and Programming Committee
Boston Metropolitan Planning Organization
Ten Park Plaza
Boston, MA 02116

From: **Matthew McIver, Selectmen, Town of Hingham**
Katy Lacy, Town Planner, Town of Hingham

Re: Comments regarding MPO 25 year plan

Date: 2/26/2002

This memorandum contains responses to the request for public comment on the Boston MPO Transportation Plan, 2000-2025.

Responses are divided into four sections:

1. Minor regional or local issues affecting the Town of Hingham.
2. Major regional projects directly affecting the Town of Hingham.
3. Issues related to general regional transportation plans.
4. Methodological issues.

1. Section 1: Minor regional or local issues affecting the Town of Hingham

1.1. **Bridges:** Only one of the six bridges maintained by MassHighway in Hingham currently meets State structural and functional standards; one is considered obsolete and four are considered structurally deficient. We note the importance that the MPO places on bridge maintenance and rehabilitation (p. 120), but also seek to secure a more firm commitment to ensuring these assets are rehabilitated in the near future.

1.2. **Route 53:** Phase 2 of this project includes only 1 mile of roadway from Pond Street to Mill Street in Hanover. A further phase of this project should include intersection improvements to Queen Anne Corner, including improvements to both Route 53 south of the intersection and Hingham Street (Route 228) west of the intersection. This is particularly important since congestion effects caused here by development of regional scope have particularly severe impacts on traffic on Main Street (228) in Hingham proper.

1.3. **State Aid for Road Improvements:** Hingham's recent experience with difficulties in obtaining design waivers for Route 228 improvements based on scenic and historic factors indicates that there is much work to be done regarding the process of creating workable tradeoffs between engineering and aesthetic/preservation guidelines in the state aid approval process. We recommend that MassHighway continue recent work in this area to craft guidelines that can be consistently applied, as well as a process that clearly defines design expectations prior to the local commitment of significant highway design funds.

1.4. **Route 3A improvements:** This major South Shore corridor is currently under significant development pressure, including major regional developments in Hingham and Weymouth. Additional investment in extra capacity or other congestion reducing measures should be included in the Plan.

1.5. **Air Traffic:** Hingham strongly supports a moratorium on the development of additional runway capacity at Logan Airport. We specifically do not support a lifting of the injunction against commencing construction of runway 14/32 prior to the assessment of the effects of the 400% increase in the number of South Shore overflights expected to result from the changes in airport operations attributable to this new runway. In addition, regional air transportation policies should be designed to more equitably distribute demand for air transportation services in order to reduce congestion at Logan Airport. Hingham strongly supports the incorporation into the MPO plan of

1.5.1. **Additional AITC centers:** The only center proposed is to service Logan Airport from South Station. Other AITC centers should be constructed throughout the MPO area providing service to Providence, RI, Worcester and Manchester, NH regional air facilities.

1.5.2. **Coordinated Regional Air Traffic Policies:** These would include the use of policies to encourage the distribution of different air transportation functions to different facilities across the region. The segregation of freight and passenger traffic to different facilities would more equally distribute congestion and provide the market with additional, potentially lower cost inter-modal freight transport options (e.g., location of regional freight distribution facilities west of Boston proximate to Worcester air facilities.) Such policies would require strong leadership to shift policy management on air transportation issues from MassPort to a more regionally oriented policy authority.

Section 2: Major regional projects directly affecting the Town of Hingham

2.1 **Route 3 (South Shore) Widening** We strongly urge that, for this project, the State follow the recommendations of the Land Use Advisory Committee, as well as the recommendations of the Regional Transportation Advisory Council, and postpone any further development of this project proposal until the two following conditions are met.

2.1.1 **Quantifiable Justification of Safety Benefits.** This project has been justified by the Massachusetts Highway Commission solely on the basis of improved traffic safety to be achieved through the elimination of the use of breakdown lanes during morning and afternoon peak hours. Despite numerous requests, the Route 3 Land Use Task Force has not received any quantitative justification documenting the projected benefits associated with the elimination of breakdown lane travel (ie, reduced rates of accidents, mortalities, etc.). To the contrary, the Coalition has reviewed a rigorous study of traffic on two sections of Route 128 – one that permits breakdown lane use and one that does not – that shows no statistically significant difference in the incidence of traffic accidents between these sections. In order to justify this expenditure on safety related grounds, we ask the Massachusetts Highway Commission to provide quantitative estimates of the benefits to be achieved through a measurable reduction in traffic accidents. In this way, then, costs can compare to benefits.

2.1.2 **Study of the Braintree Split.** Let us assume, however, that in addition to improvements in safety, the project is also ultimately intended to reduce congestion during peak travel periods by improving traffic flow, as it is presented in the Model Results shown in Plan Appendix D. The model may show reduced congestion along isolated components of Route 3 in certain scenarios, but does not account for increased congestion that is likely to be experienced in trips that require traversal of the Braintree Split. Because there are currently no plans to increase the capacity of the

Braintree Split, the return to investment in increasing Route 3 capacity to reduce congestion will be severely reduced for Northbound trips. Mass Highway maintains that the Split will not produce these effects on a widened Route 3. The South Shore Coalition can support a widening project only on the basis of a study of the Braintree Split that shows, in quantifiably defensible terms, that it will exert no delaying effect as a consequence of increased traffic volume on a widened Route 3. If, in fact, Mass Highways attempts to justify this investment in terms of enhanced capacity, then the Coalition would like to note that Policy 3.I of the MPO plan explicitly states that: "Adding capacity by building general-purpose lanes should be considered only when no demonstrably better solution such as public transportation can be found." To date, no other alternatives – HOV lanes, for instance – have been studied and presented for review.

2.2 **The Route 3 Split** In addition to the study of the Braintree Split as a consequence of the Route 3 widening project, we further recommends study of the Split from the perspective of all other development projects expected to have an impact on the interchange. While $180M is tagged for expanding Rte 3 from Weymouth-to-Duxbury, there is also:

- $97M set to add lanes on Rte 128 from Randolph-to-Wellesley,
- a Rte 3 Connector road planned as part of the S. Weymouth Naval Air Station (SWNAS) re-development plan,
- consideration of a "transportation hub" (rail and shuttle services for commuters and TF Green/Logan users) at the SWNAS, and
- a Rte 3 Quincy Crown Colony connection.

All of these projects combined will have a dramatic, negative affect on their meet point: the Braintree split. There are currently no resources allocated for any kind of transportation plan or design analysis for this important segment of the system. We highly recommend the inclusion of such a study, as well as an immediate allocation for improvements to the Split, prior to the approval of any of these projects.

2.3 **Commuter Boat Service:** Currently more than 2000 riders from over ten municipalities use the MBTA Commuter Boat from Hingham. We strongly advocate increased investment in this critical regional transit alternative to vehicular travel to Downtown Boston. Investments in this transit mode will reduce congestion much more cost effectively that many other alternatives and, if planned with a regional, multi-modal orientation, will provide safe, inexpensive and convenient transit alternative for the entire South Shore. Such a regional, multi-modal orientation should also include the following transportation improvements:

2.3.1 **Commuter Parking**: The Hingham Shipyard development project provides the MBTA with an ideal opportunity to create expanded Park and Ride facilities for the Commuter Boat through the addition of a parking deck to the existing parking lot, a project enabled by successful land swap legislation this year. This type of investment is featured in the MPO Draft Plan as a key component to the success of expanded transit opportunities, congestion reduction and economic growth in the region. This project should be included in the Major Regional Project section of the Build Scenario. Please note that, contrary to the assertion on p.73 that the use of the "ferry depot" in Hingham is "well below capacity", the Shipyard facility currently fills by 8AM each weekday. Ample parking should also be provided for all other commuter boat services contemplated for the future in Hull and Scituate.

2.3.2 **TMA and TDM development:** The key to linking this transit resource to the rest of the South Shore subregion may well lie in the complementary development of Transportation Management Association (TMA) and Transportation Demand Management (TDM) shuttle services between both the Quincy and Hingham Ferry Terminals and other

South Shore towns in the Route 3A and Route 228 corridors. The plan should include provisions for the further development of these arrangements through public and private means.

2.3.3 **Russia Wharf:** The Russia Wharf improvement project would remove a major impediment to the expanded use of the commuter boat by linking this mode with the larger transit system.

2.4 **Commuter Parking for Public Transit** Throughout the region, commuter parking facilities at public transit stations, including the Red Line stations in Quincy and Braintree, and currently active Old Colony Line Stations, are dramatically insufficient, and frequently filled by very early in the morning

3. Issues related to general regional transportation plans

The following issues are observations on regional plans that may have an impact on the transportation future of the South Shore Coalition planning area, in which Hingham is located, or which affect its citizens in their movement throughout the region.

3.1 **Cross-Radial Transportation Investment:** Faced with centuries of reinforcement of radial development and transportation patterns, the MPO once again correctly opines that transportation policy should support investment to relieve ever more onerous levels of congestion in transportation corridors that cross regional transportation radials. Specifically,

- We recommend that plans for the widening of Route 128 also include HOV and other TDM-type transit options linked to development centers along this cross-radial.

- Further, we recommend that the MPO investigate other options for developing more robust transportation connections between Concentrated Development Centers between the 128 and 495 corridors (e.g., Quincy and Framingham). TDM shuttle programs may serve such purposes. Enhanced transportation infrastructure of this type serves to decentralize development and congestion, as well as support investment and employment in these centers.

3.2 **TMA Transit Options:** TMA programs provide useful transportation alternatives to many people in both affluent and less affluent areas. Reverse commuting patterns are only useful to the city labor market only to the extent that such patterns can be supported over the "last mile" to an employer in the suburbs. Further work must be done to encourage public/private partnerships, to create convenient schedules, to optimize route designs and to minimize the friction of inter-modal transfers that, together, often work to the disadvantage of the concept.

3.3 **ITS options:** Ramp metering is a concept that may be promising in certain areas of the region, particularly where queues can be accommodated on ramp feeder roads.

3.4 **Incident Management:** Small improvements in incident management on regional roads yield huge benefits in aggregate time savings. The economic benefits attributable to reduced incident clearing times justify a much higher investment in procedures and technologies to improve the incident management process. We recommend that the design and development of improved incident management processes – including physical design feature to facilitate such processes -- be included in all major highway improvement project budgets.

4. Methodological Issues

The MPO study design methodology is, in reality, an amalgam of

- comprehensive, regional scale planning methodologies employed in population, economic and development projections, and

- small, iterative, tactically oriented planning methodologies utilized to identify and prioritize physical development projects undertaken by MassHighway and the MBTA.

It appears that these planning methods are utilized independently of each other. Much of this behavior can be attributed to the "silo" professional orientation of planners and engineers, but also the differing cultures and operating practices of state agencies.There appears to be a clear need to create a stronger linkage between the more abstract planning principles enunciated in the introductory pages of the plan with the planning and development procedures – and public discourse – that affect the day-to-day decisions of state agencies, elected officials and private sector developers. Several suggestions to create such linkage include:

4.1 Monitoring Programs: Additional investment in transportation data collection – including incident monitoring, volumes on all major arterials, and regular origin and destination sample surveys – will richly enhance the transportation and development community's ability to evaluate the effectiveness of existing and proposed transportation management investment. Without a common data foundation, planning integration and efficient investment is impossible. Enhanced data collected by consistent, complementary methods – and distributed quickly and conveniently to the widest possible audience -- would provide a superior foundation for both long range agency planning and short term project planning.

4.2 Corridor Analysis Across Modal Types: Instead of distributing an equal amount of analytical investment capital across the entire region, the MPO should support highly focused analytical investments and comprehensive planning initiatives in key regional transportation corridors. The return to the region as a whole will be much higher. Such investments should include enhanced, comprehensive monitoring program investments (see above), coordination with local planning initiatives (including local incentives for regionally beneficial transportation investment), cooperation in project planning across state agencies to facilitate multi-modal transportation options – again, all on geographic, corridor-oriented basis.

4.3 Project Valuation Methods: The MPO Plan provides no method for assessing the costs and benefits of proposed projects on the basis of well-accepted social cost/benefit factors. The financial value of projects often diverges from the economic value of projects, as measured by multiplier effects, the dollar value of time, the public health costs of pollution, the costs of environmental externalities and the hidden subsidies that alter the value of public capital, to name just a few of the metrics that should be integrated into cost/benefit analyses of every public transportation project. Although these methods may require simplification for practical reasons, there is no reason that even summary methods cannot be devised to approximate the real value – or lack of value – associated with specific transportation investments.

4.4 Project/Policy Interaction: The MPO provides a connection between policies and projects through the use of a matrix that, presumably, documents the intended effects of projects on the achievement of stated policies. The use of simple project cost/benefit methods suggested above could improve the utility of such a matrix by quantifying the aggregated net benefits of alternative scenarios. However, even in the absence of such improved metrics, the matrix should be further extended in an interpretive manner to assess the degree to which each combination of projects are likely to achieve (or to conform to) the policies which they theoretically serve. This is not asking for normative judgment; this effort would simply make it easier to understand how each combination of projects affects the policies that different constituencies may, in fact, value differently.

Commenter:	Town of Weymouth (February 28, 2002)
Type of Comment:	Project Specific
Abstract of Comment:	Mayor David M. Madden asks that the MPO include four projects that are very important to the town of Weymouth: the Naval Air Station Access Improvements, Route 18 Improvements, Route 3 South Additional Lanes, and Greenbush Commuter Rail. These are a critical part of a comprehensive transportation improvement plan for the South Shore, necessary to cope with traffic congestion, population growth, and economic development needs. The success of the Naval Air Station Access Improvements depends on the implementation of the other three projects and Mayor Madden urges the inclusion of all four. Mayor Madden wrote that the full development of the site and the project's multi-modal transportation center (auto, bus, and rail), planned for the existing commuter rail station, depend on the Access Road Connector. The multi-modal center would reduce congestion on Route 3 and promote use of public transportation. Development of the Naval Air Station site is vitally important to the towns of Abington, Braintree, Hingham, Holbrook, Rockland, and Weymouth. It will provide economic growth for the entire South Shore, creating 9,500 permanent jobs, 1,950 indirect jobs, and 6,100 construction jobs, accessible from Boston, Dorchester, and Roxbury. The South Shore Tri-Town Development Corporation (SSTTDC) seeks to develop the site without need of a wetlands variance and is now in the process of a complete wetlands and wild life habitat inventory. The water and sewer for the base are in place for Stage 1. The Route 18 widening project has been needed for more than 20 years. It is currently congested with level of service "F" intersections. The Route 3 South project benefits the entire South Shore area, serving commuters, tourism, and recreation destinations. The existing lane drop and the use of the breakdown lanes are safety hazards. Average weekday traffic is twice the design capacity. This project will improve air quality by reducing vehicle delays and congestion. Multiple transit options such as Greenbush are critical to improving traffic congestion. The town firmly believes that flexing highway funds to transit is not justified given the current ratio of transit/highway allocation, especially considering only 5% use transit.
MPO Response:	The South Weymouth Naval Air Station, Route 3 South widening, Greenbush Restoration, and Route 18 projects are included in the list of recommended projects for the 2000-2025 Transportation Plan Update. During the development of the 2000-2025 Transportation Plan Update, the MPO determined that there would be no flexing of funds from one mode to another (highway funds for highway projects, transit funds for transit projects.)

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Town of Weymouth
Massachusetts

David M. Madden
Mayor

75 Middle Street
Weymouth, MA 02189

February 28, 2002

Dennis A. DiZoglio, Chair
Transportation Planning and Programming Committee
Boston Metropolitan Planning Organization
10 Park Plaza, Room 2150
Boston, MA 02116

Reference: Draft Update for the Regional Transportation Plan

Dear Mr DiZoglio:

The town of Weymouth welcomes the opportunity to comment on the Draft Update of the Regional Transportation Plan 2000-25 (Plan).

The town of Weymouth is extremely supportive of four projects that are included in the Recommended Plan in the Draft Boston MPO Transportation Plan, namely, the Naval Air Station Access Improvements (Hingham, Rockland, and Weymouth), Route 18 (Weymouth), Route 3 South Additional Lanes (Weymouth to Duxbury), and Greenbush Commuter Rail (Braintree to Scituate). These four closely linked projects form a critical part of a comprehensive transportation improvement plan for the South Shore region in coping not only with traffic congestion but also with population growth and economic development needs.

The success of the Naval Air Station (NAS) Access Improvements is heavily dependent on the implementation of the other three projects. We would strongly urge you to retain these four projects in the Plan and include them in the FY 2002-2007 Transportation Improvement Program.

1) The development of the former NAS site is of vital importance for the South Shore towns of Abington, Braintree, Hingham, Holbrook, Rockland and Weymouth. It also provides economic growth for the whole of the South Shore region for the next 20 years.

The South Shore Tri-Town Development Corporation (SSTTDC) has been created for the purposes of implementing the Final Reuse Plan for the former NAS site. Although there has been speculation as to wetland impacts, SSTTDC's aim is to develop the site without a need for a Wetlands Variance and it has so far delineated all Wetlands and started on Vernal Pools and Wild Life Habitat without adverse impact.

The full development of the NAS site in accordance with the Final Reuse Plan is contingent upon implementation of the Access Road Connector between Route 18 and Route 3 which provides an additional east-west link that improves access in the South Shore region. Without the Connector, the site's capacity to support significant new development would be constrained. The Connector would also serve a new Multi-Modal Transportation Center by providing access between Route 3

and the new commuter rail station on the Old Colony Line. The Multi-Modal Transportation Center will be a centralized transportation facility where passengers transfer between different modes, auto, bus and rail. Autos, such as passenger cars, taxis, or limousines, could access the Center for park-and-ride facilities, or drop-off/pick-up. Bus service could be provided through MBTA local and express buses, private commuter and intercity buses, private/corporate shuttle bus services. The rail component is provided by the MBTA's commuter rail.

The proposed access improvements is key to not only the success of the redevelopment of the NAS but also to the multi-modal Center which will help to alleviate congestion on Route 3 and promote use of public transportation.

This project will provide a big boost for the regional economy creating 9500 permanent jobs for all skill level with up to 1950 indirect jobs. As many as 8400 jobs may be induced. Construction jobs have been estimated at 6100. These jobs will also be within easy reverse commuting distance of residents of Boston, Dorchester, and Roxbury.

The major infrastructure, water and sewer, for the reuse of the NAS site are already in place for Stage 1 of the project. The NAS Final Reuse Plan project has Federal backing - $14.2 million in TEA21 funds have been made available though these funds could be lost if there is no state match.

2) The Route 18 widening project has been needed to improve regional transportation for over 20 years. In 1980, Mass Highway first proposed widening Route 18, and intersection upgrades have occurred over the years since then. However, the piecemeal approach has failed to keep up with demand. Severe congestion on Route 18 has spilled over onto other routes both state and local. Although the development of the NAS is conditional on Route 18 improvements, the Route 18 widening project is needed now to alleviate congestion and improve LOS F level intersections.

3) The Route 3 South project benefits the whole of the South Shore region from Weymouth to Duxbury and beyond as a weekday highway. As a weekend highway it benefits the whole of the Boston region. Route 3 South is not just a Monday to Friday commuter route. It also serves a vital function in tourism and recreation activities especially on Fridays to Mondays.

South of Weymouth, Route 3 narrows abruptly from 3-lanes in each direction to two lanes in each direction. The abrupt lane drop and the use of breakdown lanes are both safety hazards. The elimination of these twin hazards by adding one travel lane in each direction is long overdue especially considering the fact that its AWDT of 108,500 is nearly twice the design capacity. The project also includes badly needed improvements to interchanges at Route 53 in Hanover, Route 139 in Pembroke and Route 228 in Rockland, for safety reasons.

This project will improve chronic capacity problems on Route 3. The additional capacity will provide much needed relief for the users of what is the backbone of the South Shore's transportation network. The build out projections for South Shore communities from Weymouth south to Bourne indicate the potential for significant increase in population growth. This project will begin to address the future needs of the transportation system in the fastest growing region of the Commonwealth. Another quantifiable benefit will be the improvement in air quality on Route 3 given the reduction in vehicle delays and congestion that is experienced today.

The Route 3 South project is also of critical importance for the success of the NAS Final Reuse Plan. As stated before, this project is part of a comprehensive transportation plan for the region.

4) Greenbush Commuter Rail. The town fully supports the restoration of the Greenbush Commuter Rail line. Multiple transit options are critical to improving traffic congestion on the South Shore and Greenbush completes the third part of the Old Colony Rail line restoration.

5) We firmly believe that flexing highway funds to transit projects is not justified when the current anticipated funding for transit is already twice that for highway projects. This approach does not help in resolving the crises we have in transportation when only 5% use transit. Flexing funds for the sake of flexing is not a worthwhile exercise.

We appreciate the opportunity to explain the need for transportation improvements in our region. We also recognize the competition for funds and anticipate that you will see the need to support these projects.

Sincerely,

David M. Madden

Mayor David M. Madden

jrtc-rtp2000-25draftmpo/as

Commenter:	South Shore Coalition (February 26, 2002)
Type of Comment:	Policy and Project Specific
Abstract of Comment:	The South Shore Coalition (Coalition) submitted comments in three main areas: major regional projects directly affecting the Coalition, issues related to the overall regional transportation plan, and methodological issues. Regarding major regional projects directly affecting the Coalition, they request: • Postponement of the Route 3 Widening project pending justification of safety benefits (studies of Route 128 show no statistically significant difference in the incidence of traffic accidents between sections with and without permitted breakdown lane use) and study of the Braintree Split (without plans to increase capacity of the Braintree Split, the project's benefits for northbound vehicles will be reduced), • Design analysis of the impact of the Route 128 Add-a-Lane project, the Naval Air Station Route 3 Connector, and the Route 3 Quincy Crown Colony connection on the Braintree Split, • Increased investment in commuter boat service as a safe, convenient, and inexpensive transit alternative for the South Shore, including additional spaces in structured parking at Hingham Shipyard, and more parking in Hull and Scituate, • TMA and TDM shuttle services between ferry terminals in Quincy and Hingham and South Shore towns, • Improvements at Russia Wharf to link ferry service to land-based transit. • Additional parking at all public transit. Regarding issues related to the overall regional transportation plan, the Council recommends: • Plans for widening of Route 128 include HOV and TDM-type transit options linked to development centers crossing radial transit arms, • The MPO study options for connections between concentrated development centers between Route 128 and 495 corridors, • TMA transit options, particularly for reverse commuting, through public/private partnerships, • ITS options such as ramp metering, • Incident management for regional roads to be included in all major highway improvement project budgets. Regarding issues related to methodology, the Coalition suggests the MPO: • Create a stronger link between its policies and the planning processes of its members and other entities, • Make an additional investment in data collection, including wide distribution, • Support highly focused analytical investments and comprehensive planning initiatives in corridors, • Implement a method for assessing the costs and benefits of proposed projects, using accepted social cost/benefit factors, • Refine the policy/project matrix, to improve its scope and usefulness.
MPO Response:	Major regional projects: • Route 3 was rated as having a neutral impact to safety in the communities where this project will be constructed. A study on the Braintree Split should be considered during the development of the MPO's annual Unified Planning Work Program, which occurs in the Spring and Summer, or as part of the Congestion Management System program. • The Route 128 Add-a-Lane, Naval Air Station Route 3 Connector, and Route 3 Crown Colony connection projects will have opportunities for public review of design proposals before they are implemented. • The MPO will work with the MBTA to expand commuter boat service, commuter parking, and shuttle service in future planning efforts. • TMA and TDM shuttle services do not typically meet the minimum threshold for

Commenter:	South Shore Coalition (February 26, 2002) **(cont.)**
Type of Comment:	Policy and Project Specific
MPO Response (cont.):	being regionally significant and are therefore not specifically identified in the RTP. However, a suburban bus mobility program was included in the plan. Funding will be provided for a variety of programs to improve mobility in areas that are currently underserved by transit. The details of this program will be developed during the Unified Planning Work Program and the Transportation Improvement Program process. The MPO appreciates your input and will keep you informed during the development of these documents. • The Russia Wharf Ferry Terminal project is included in the list of recommended projects in the 2000-2025 Transportation Plan Update. • The MPO places a priority on the provision of additional access to commuter rail stations. The MBTA anticipates building 9568 parking spaces along the Commuter Rail Lines as part of its parking enhancement program. This program is funded with a combination federal funds allocated to the MBTA, federal funds allocated to other RTAs for use on the commuter rail system, federally earmarked funds, MBTA funds, local funds, private funds or state bond funds. The MPO will work with host towns in the development of these new spaces. General regional transportation plans: • While the Route 128 expansion does not include HOV or TDM transit at this time, the MPO will work with MassHighway to address this issue. • Although the MPO does not currently foresee any new highway or rail connections between Routes 128 and 495 beyond those that currently exist, shuttle and bus services between economic centers on the two routes is a concept the MPO supports. However, most of these shuttle services, as well as TMA and ramp metering projects, would not meet the minimum threshold for being regionally significant and would therefore not be specifically identified in the RTP. As mentioned, above the plan includes a suburban mobility program. Issues related to methodology: • The MPO has taken steps to improve the link between projects and policies with the development of the project-policy matrix included in Appendix C of the Plan Update. The MPO continues to work in this area through the TIP Criteria subcommittee, which is charged with developing a project rating system that can be used to assist in project selection for the TIP. • The MPO has formed a subcommittee on Information Flow to improve the availability of project-specific data to both the relevant MPO committees and the general public. • The MPO's Congestion Management System analyzes the transportation system on a corridor level and recommends specific planning initiatives to address mobility concerns identified. 6) Cost/benefit analysis is one of the many project evaluation techniques being reviewed by the MPO's TIP Criteria subcommittee. However, the subjective nature of what constitutes a benefit and also the methods by which such benefits are quantified, presents challenges to the effective use of cost/benefit analysis. 7) The matrix included in Appendix C is a first step in the process of relating policies to projects. The MPO will continue to work on refining the ratings.

South Shore Coalition

c/o MAPC, 60 Temple Place, Boston, MA 02111 617-451-2770

To: Dennis A. DiZoglio, Chair
Transportation Planning and Programming Committee
Boston Metropolitan Planning Organization
Ten Park Plaza
Boston, MA 02116

FEB 28 2002

From: The South Shore Coalition, Metropolitan Area Planning Council

Re: Comments regarding MPO 25 year plan
Date: 2/26/2001

This memorandum contains responses from the South Shore Coalition to the request for public comment on the update to the Boston MPO Transportation Plan, 2000-2025.

Responses are divided into four sections:

1. Major regional projects directly affecting the South Shore Coalition Planning Area.
2. Issues related to the overall regional transportation plan.
3. Methodological issues.

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Section 1: Major regional projects directly affecting the South Shore Coalition planning area.

1.1. **Route 3 (South Shore) Widening**

The South Shore Coalition strongly urges that, for this project, the State follow the recommendations of the Land Use Advisory Committee, as well as the recommendations of the Regional Transportation Advisory Council, and postpone any further development of this project proposal until the two following conditions are met.

1.1.1. **Quantifiable Justification of Safety Benefits.** This project has been justified by the Massachusetts Highway Commission solely on the basis of improved traffic safety to be achieved through the elimination of the use of breakdown lanes during morning and afternoon peak hours. Despite numerous requests, the Route 3 Land Use Task Force has not received any quantitative justification documenting the projected benefits associated with the elimination of breakdown lane travel (ie, reduced rates of accidents, mortalities, etc.). To the contrary, the Coalition has reviewed a rigorous study of traffic on two sections of Route 128 – one that permits breakdown lane use and one that does not – that shows no statistically significant difference in the incidence of traffic accidents between these sections. In order to justify this expenditure on safety related grounds, we ask the Massachusetts Highway Commission to provide quantitative estimates of the benefits to be achieved through a measurable reduction in traffic accidents. In this way, then, costs can compare to benefits.
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1.1.2. **Study of the Braintree Split**. Let us assume, however, that in addition to improvements in safety, the project is also ultimately intended to reduce congestion during peak travel periods by improving traffic flow, as it is presented in the Model Results shown in Plan Appendix D. The model may show reduced congestion along isolated components of Route 3 in certain scenarios, but does not account for increased congestion that is likely to be experienced in trips that require traversal of the Braintree Split. Because there are currently no plans to increase the capacity of the Braintree Split, the return to investment in increasing Route 3 capacity to reduce congestion will be severely reduced for Northbound trips. Mass Highwaymaintains that the Split will not produce these effects on a widened Route 3. The South Shore Coalition can support a widening project only on the basis of a study of the Braintree Split that shows, in quantifiably defensible terms, that it will exert no delaying effect as a consequence of increased traffic volume on a widened Route 3.

If, in fact, Mass Highways attempts to justify this investment in terms of enhanced capacity, then the Coalition would like to note that Policy 3.I of the MPO plan explicitly states that:

"Adding capacity by building general-purpose lanes should be considered only when no demonstrably better solution such as public transportation can be found."

To date, no other alternatives – HOV lanes, for instance – have been studied and presented for review.

1.2. **The Route 3 Split**

In addition to the study of the Braintree Split as a consequence of the Route 3 widening project, the South Shore Coalition further recommends study of the Split from the perspective of all other development projects expected to have an impact on the interchange.

While $180M is tagged for expanding Rte 3 from Weymouth-to-Duxbury, there is also:

- $97M set to add lanes on Rte 128 from Randolph-to-Wellesley,
- a Rte 3 Connector road planned as part of the S. Weymouth Naval Air Station (SWNAS) re-development plan,
- consideration of a "transportation hub" (rail and shuttle services for commuters and TF Green/Logan users) at the SWNAS, and
- a Rte 3 Quincy Crown Colony connection.

All of these projects combined will have a dramatic, negative affect on their meet point: the Braintree split. There are currently no resources allocated for any kind of transportation plan or design analysis for this important segment of the system. The South Shore Coalition highly recommends the inclusion of such a study, as well as an immediate allocation for improvements to the Split, prior to the approval of any of these projects.

1.3. **Commuter Boat Service:** The South Shore Coalition strongly advocates increased investment in this attractive transit alternative to vehicular travel to Downtown Boston. Investments in this transit mode will reduce congestion much more cost effectively that many other alternatives and, if planned with a regional, multi-modal orientation, will provide safe, inexpensive and convenient transit alternative for the entire South Shore. Such a regional, multi-modal orientation should also include the following transportation improvements:

1.3.1. **Commuter Parking**: The Hingham Shipyard development project provides the MBTA with an ideal opportunity to create expanded Park and Ride facilities for the Commuter Boat through the addition of a parking deck to the existing parking lot, a project enabled by successful land swap legislation this year. This type of

investment is featured in the MPO Draft Plan as a key component to the success of expanded transit opportunities, congestion reduction and economic growth in the region. This project should be included in the Major Regional Project section of the Build Scenario. Please note that, contrary to the assertion on p.73 that the use of the "ferry depot" in Hingham is "well below capacity", the Shipyard facility currently fills by 8AM each weekday.

Ample parking should also be provided for all other commuter boat services contemplated for the future in Hull and Scituate.

1.3.2. **TMA and TDM development:** The key to linking this transit resource to the rest of the South Shore subregion may well lie in the complementary development of Transportation Management Association (TMA) and Transportation Demand Management (TDM) shuttle services between both the Quincy and Hingham Ferry Terminals and other South Shore towns in the Route 3A and Route 228 corridors. The plan should include provisions for the further development of these arrangements through public and private means.

1.3.3. **Russia Wharf:** The Russia Wharf improvement project would remove a major impediment to the expanded use of the commuter boat by linking this mode with the larger transit system.

2. Issues related to general regional transportation plans

The following issues are observations on regional plans that may have an impact on the transportation future of the South Shore Coalition planning area, or which affect its citizens in their movement throughout the region.

2.1. **Cross-Radial Transportation Investment:** Faced with centuries of reinforcement of radial development and transportation patterns, the MPO once again correctly opines that transportation policy should support investment to relieve ever more onerous levels of congestion in transportation corridors that cross regional transportation radials. Specifically,

- The South Shore Coalition recommends that plans for the widening of Route 128 also include HOV and other TDM-type transit options linked to development centers along this cross-radial.

- Further, we recommend that the MPO investigate other options for developing more robust transportation connections between Concentrated Development Centers between the 128 and 495 corridors (e.g., Quincy and Framingham). TDM shuttle programs may serve such purposes. Enhanced transportation infrastructure of this type serves to decentralize development and congestion, as well as support investment and employment in these centers.

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technologies to improve the incident management process. We recommend that the design and development of improved incident management processes – including physical design feature to facilitate such processes -- be included in all major highway improvement project budgets.

3. Methodological Issues

The MPO study design methodology is, in reality, an amalgam of

- comprehensive, regional scale planning methodologies employed in population, economic and development projections, and
- small, iterative, tactically oriented planning methodologies utilized to identify and prioritize physical development projects undertaken by MassHighway and the MBTA.

It appears that these planning methods are utilized independently of each other. Much of this behavior can be attributed to the "silo" professional orientation of planners and engineers, but also the differing cultures and operating practices of state agencies.

There appears to be a clear need to create a stronger linkage between the more abstract planning principles enunciated in the introductory pages of the plan with the planning and development procedures – and public discourse – that affect the day-to-day decisions of state agencies, elected officials and private sector developers. Several suggestions to create such linkage include:

3.1. **Monitoring Programs:** Additional investment in transportation data collection – including incident monitoring, volumes on all major arterials, and regular origin and destination sample surveys – will richly enhance the transportation and development community's ability to evaluate the effectiveness of existing and proposed transportation management investment. Without a common data foundation, planning integration and efficient investment is impossible. Enhanced data collected by consistent, complementary methods – and distributed quickly and conveniently to the widest possible audience -- would provide a superior foundation for both long range agency planning and short term project planning.

3.2. **Corridor Analysis Across Modal Types:** Instead of distributing an equal amount of analytical investment capital across the entire region, the MPO should support highly focused analytical investments and comprehensive planning initiatives in key regional transportation corridors. The return to the region as a whole will be much higher. Such investments should include enhanced, comprehensive monitoring program investments (see above), coordination with local planning initiatives (including local incentives for regionally beneficial transportation investment), cooperation in project planning across state agencies to facilitate multi-modal transportation options – again, all on geographic, corridor-oriented basis.

3.3. **Project Valuation Methods**: The MPO Plan provides no method for assessing the costs and benefits of proposed projects on the basis of well-accepted social cost/benefit factors. The financial value of projects often diverges from the economic value of projects, as measured by multiplier effects, the dollar value of time, the public health costs of pollution, the costs of environmental externalities and the hidden subsidies that alter the value of public capital, to name just a few of the metrics that should be integrated into cost/benefit analyses of every public transportation project. Although these methods may require simplification for practical reasons, there is no reason that even summary methods cannot be devised to approximate the real value – or lack of value – associated with specific transportation investments.

3.4. **Project/Policy Interaction:** The MPO provides a connection between policies and projects through the use of a matrix that, presumably, documents the intended effects of

projects on the achievement of stated policies. The use of simple project cost/benefit methods suggested above could improve the utility of such a matrix by quantifying the aggregated net benefits of alternative scenarios. However, even in the absence of such improved metrics, the matrix should be further extended in an interpretive manner to assess the degree to which each combination of projects are likely to achieve (or to conform to) the policies which they theoretically serve. This is not asking for normative judgment; this effort would simply make it easier to understand how each combination of projects affects the policies that different constituencies may, in fact, value differently.

Thank you for the opportunity to comment on this very important document. The SSC looks forward to your reply and the Boston MPO's final product.

Jay Szklut

South Shore Coalition Chairman

Commenter:	Three Rivers Interlocal Council (TRIC) (February 26, 2002)
Type of Comment:	Policy and Project Specific
Abstract of Comment:	TRIC comments that the Plan is not consistent with its policies and doesn't promote targeted development. TRIC expresses its support for mass transit and for flexing funds to transit, and suggests that the MPO goal should be to select projects that improve both local and regional transportation while supporting land use goals and MPO policies. They propose removing the South Weymouth Naval Air Station Access Road, the Route 3 South Add a Lane project and the Route 128 Improvements from Beverly to Peabody until they better comply with MPO policies. TRIC would like the MPO to promote more compact development land use in its project selection. Transportation Alternative 3 has been left out of the Land Use Scenario C making it impossible to compare alternatives. Appendix D-3 does not include the modeling results for the final transportation network for public review. If some V/C ratios get worse in the "Build", then why choose the particular project? Regarding Appendix C, they make the following suggestions: use the Appendix C policies to projects matrix for evaluation of projects; include how this rating system might be refined and applied and whether it might be used for TIP evaluations. They note the difference in highway project ranking in this matrix relative to transit projects; question if many roadway projects meet the needs of the region; and wonder if there should be a threshold for including projects in the Plan. In particular, they question the selection of the South Weymouth Naval Air Station and the Route 128 improvements from Beverly to Peabody over projects like the MetroWest Regional Bike Trail and HOV lanes for buses, which achieved higher ratings in the matrix. All pages in the Plan should be numbered.
MPO Response:	Your comment on prioritizing transit projects over highway projects has been considered by the MPO. During the development of the 2000-2025 Transportation Plan Update, the MPO determined that there would be no flexing of funds from one mode to another (highway funds for highway projects, transit funds for transit projects.) The MPO has selected its highway projects in large part to address the projected growth under a no-build scenario. It is not the MPO's intent to encourage or facilitate growth in single-occupancy vehicle travel beyond that which is projected in the no-build scenario. Alternative 3 was left out of Land Use Scenario C due to time constraints. The final plan includes the model results for the final build scenario in Appendix D. The Policy/Project matrix in Appendix C was one working tool to assist the MPO in selecting projects for the 2000-2025 Transportation Plan Update. The MPO plans to refine the matrix and reassess how it can best be used in the future. All pages in the final document will be numbered.

Three Rivers Interlocal Council

c/o Metropolitan Area Planning Council
60 Temple Place, Boston, MA 02111

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60 Temple Place, Boston, MA 02111
617-451-2770

February 26, 2002

FEB 28 2002

Dennis A. DiZoglio, Chair
Transportation Planning and Programming Committee
Boston Metropolitan Planning Organization
Ten Park Plaza
Boston, MA 02116

Subject: TRIC Subregional comment regarding Transportation Plan Update

Dear Mr. DiZoglio and members of the MPO,

The Three Rivers Interlocal Council (TRIC), a subregion of the 101 communities comprising the Metropolitan Area Planning Council, met on February 20, 2002 to review and discuss the Boston MPO Draft Transportation Plan Update. Accordingly TRIC would like to submit the following comments.

Initially it is felt that the Plan is not consistent with the developed policies. The Plan has chosen the Targeted Growth Scenario yet has not chosen to adhere to the guidelines of targeted development. TRIC feels that Mass Transit is the future of transportation. Accordingly more funding should be available for transit and money should be flexed to support transit policies.

Some of these comments may lead to changes in the current plan; others are directed more towards the process and content for future Transportation Plans. We also have comments on technical aspects of the Plan. More specifically, our comments are:

1) The Plan notes that there are large differences in the results of the analysis between the two alternative Land Use Scenarios tested (Trends Extended vs. Targeted Growth) (Page D-4). However, the Plan text also states that there is essentially no difference in the results of the various Transportation Alternatives examined (and notes that the transportation scenario differences would only show up at the local or subregional level, not regional). However, the MAPC Transportation Staff indicates that there does appear to be a difference, as shown in Table D6, which would tend to support the Build 2 option with Targeted Growth scenario. Therefore, it would appear logical that Transportation improvements that are designed to promote the more compact development land use scenario should be promoted.

2) Appendix D-3 shows the impacts of Some (but not all) of the Transportation scenarios on the various Transportation corridors (at the subregional/local level) for the Trends Extended and the Targeted Growth scenarios (A and C respectively). However TRIC is not able to compare these alternatives effectively because Transportation Alternative 3 is left completely out of the Land Use Scenario C alternative.

3) Furthermore, Appendix D-3 does not include the modeling of impacts of the FINAL TRANSPORTATION NETWORK FOR PUBLIC REVIEW, so how can TRIC make judgements about which projects may be more or less important. There is also the question of why some projects have worse V/C ratios after the build scenario than under the no build. If the situation only gets worse with the construction, then there is a question as to why that project was selected. TRIC representatives feel that the goal should be to select projects that improve the regional AND the local systems, while also supporting the Land Use Goals and Transportation Plan Policies.

Appendix C: Tying Policies to Projects

Project Ratings - The table entitled "Relationship of Policies to Projects included in the model scenarios and Universe for the 2001-2025 RTP" contains a lot of interesting information, which should be analyzed in the plan. A review of the number of pluses for each project has raised some interesting questions.

There is a very wide difference in how highway projects rank relative to transit projects. The highest percentage of highway projects (31%) received three pluses in the rating system. The highest percentage of transit projects (25%) received six pluses. The results of this rating exercise would lead TRIC to question whether many of the highway projects meet the needs of the region. Should the MPO establish a threshold for including projects in the plan? Another possible conclusion would be that the rating system itself needs to be re-evaluated. The plan should include information on how this rating system will be refined and then applied.

Policy Ratings – The divergence between highway and transit projects with regards to the rankings for each criterion should also be analyzed to determine to what extent the ranking system achieves the policy goals and whether any changes need to be made.

4) Also in Appendix C, a question arises regarding how the projects were selected, especially in relation to their scoring on the Policies. For instance, the South Weymouth Naval Air Station access road scored 1+ as did the Route 128 improvements from Beverly to Peabody, and BOTH of these projects were funded. In contrast, the MetroWest Regional Bike Trail and HOV lanes for buses each scored 5+ and were NOT funded. How were the Policies used in deciding which projects to fund? How will these be used in the future (possibly TIP evaluations?)? TRIC would like to take the stand of proposing the removal of the South Weymouth Naval Air Station Access Road, the Route 3 South Add a Lane project and the Route 128

improvements from Beverly to Peabody till they meet the standards set forth in the chosen policies.

5) All pages in the Plan document should be numbered. As can be seen from the above, it is difficult to refer to items in the tables/appendices because there is no numbering system.

The TRIC Communities thank you in advance for consideration of these comments.

Sincerely,

Harrison Williams
Chairman

Commenter:	South West Advisory Planning Committee (SWAP) (February 26, 2002)
Type of Comment:	Policy and Project Specific
Abstract of Comment:	SWAP finds that there is an inconsistency between the analysis in the plan and the recommended projects. They believe that the selected project list favors highway projects over transit, even though their review shows that the transit projects achieve more policy objectives. They support flexing highway funds to transit. Specifically, they ask the MPO to include a map of the Recommended List of Projects. SWAP would like the MPO to promote more compact development land use in its project selection. Transportation Alternative 3 has been left out of the Land Use Scenario C making it impossible to compare alternatives. Appendix D-3 does not include the modeling results for the final transportation network for public review. If some V/C ratios get worse in the "Build", then why choose the particular project? Regarding Appendix C, they make the following suggestions: use the Appendix C Policies to Projects matrix for evaluation of projects and include how this rating system might be refined and applied. They note the difference in highway project ranking in this matrix relative to transit projects, question if many roadway projects meet the needs of the region, and wonder if there should be a threshold for including projects in the Plan. In particular, they question the selection of the South Weymouth Naval Air Station and the Route 128 improvements from Beverly to Peabody over projects like the MetroWest Regional Bike Trail and HOV lanes for buses, which achieved higher ratings in the matrix. SWAP would like to know the locations of the Transit and Commuter Rail Parking projects. They note the need for rideshare lots at I-495/King Street, Routes 140/109, and Route 85 and Main Street. SWAP would like the MPO to conduct more detailed analysis of I-495 Transit (circumferential) and Logan Express Service.
MPO Response:	Your comment on prioritizing transit projects over highway projects has been considered by the MPO. During the development of the 2000-2025 Transportation Plan Update, the MPO determined that there would be no flexing of funds from one mode to another (highway funds for highway projects, transit funds for transit projects.) The MPO has selected its highway projects in large part to address the projected growth under a no-build scenario. It is not the MPO's intent to encourage or facilitate growth in single-occupancy vehicle travel beyond that which is projected in the no-build scenario. A map of the list of recommended projects will be included in the final draft of the 2000-2025 Transportation Plan Update. Alternative 3 was left out of Land Use Scenario C due to time constraints. The final plan includes the model results for the final build scenario in Appendix D. The Policy/Project matrix was one tool used to evaluate projects and is a work in progress. The MPO has noted the recommended projects mentioned in your letter and will consider them in its future planning efforts. The MPO places a priority on the provision of additional access to commuter rail stations. The MBTA anticipates building 9,568 parking spaces along the Commuter Rail Lines as part of its parking enhancement program. This program is funded with a combination federal funds allocated to the MBTA, federal funds allocated to other RTAs for use on the commuter rail system, federally earmarked funds, MBTA funds, local funds, private funds or state bond funds. A list of the locations is included in Chapter 10 of the Plan Update. The locations mentioned in your letter for Park & Ride lots will require further exploration and consultation with MassHighway. The MetroWest RTA Feasibility Study is being conducted by EOTC. The MPO will work with Massport to expand Logan Express Service in future planning efforts.

SouthWest
Advisory
Planning
Committee
SWAP

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(617) 451-2770 Fax (617) 482-7185

February 26, 2002

Dennis A. DiZoglio, Chair
Transportation Planning and Programming Committee
Boston Metropolitan Planning Organization
Ten Park Plaza
Boston, MA 02116

Subject: SWAP Subregional comment regarding Transportation Plan Update

Dear Mr. DiZoglio and members of the MPO,

The South-West Advisory Planning Committee (SWAP), a subregion of the 101 communities comprising the Metropolitan Area Planning Council, met on 2/14/02 to review and discuss the Boston MPO Transportation Plan 2000 – 2025 Update. The SWAP Committee would like to submit the following comments regarding the Transportation Plan Update. Some of these comments may lead to changes in the current plan; others are directed more towards the process and content for future Transportation Plans.

In general, the thrust of our comments are that there is an inconsistency between the analysis included in the Plan (which indicates that transit projects achieve substantially more of the Policy objectives than the highway projects) and the recommended projects (which are more heavily tilted to the highway projects even in cases where the analysis demonstrates the project will reduce mobility). We also have comments on technical aspects of the Plan. More specifically, our comments are:

1) There is no map which illustrates the Final Network for Final review. This makes it very difficult to identify the locations that will be served by the projects proposed in the Plan.

2) The Plan notes that there are large differences in the results of the analysis between the two alternative Land Use Scenarios tested (Trends Extended vs. Targeted Growth) (Page D-4). However, the Plan text also states that there is essentially no difference in the results of the various Transportation Alternatives examined (and notes that the transportation scenario differences would only show up at the local or subregional level, not regional). However, the MAPC Transportation Staff indicates that there does appear to be a difference, as shown in Table D6, which would tend to support the Build 2 option with Targeted Growth scenario. Therefore, it would appear logical that Transportation improvements that are designed to promote the more compact development land use scenario should be promoted.

3) Appendix D-3 shows the impacts of Some (but not all) of the Transportation scenarios on the various Transportation corridors (at the subregional/local level) for the Trends Extended and the Targeted Growth scenarios (A and C respectively). However, the reader is not able to compare these alternatives effectively because Transportation Alternative 3 is left completely out of the Land Use Scenario C alternative.

4) Furthermore, Appendix D-3 does not include the modeling of impacts of the FINAL TRANSPORTATION NETWORK FOR PUBLIC REVIEW, so how can the reader make judgements about which projects may be more or less important. There is also the question of why some projects have worse V/C ratios after the build scenario than under the no build (e.g., Route 2, Acton TL on first page of D-3). If the situation only gets worse with the construction, then there is a question as to why that project was selected. The SWAP Representatives feel that the goal should be to select projects that improve the regional AND the local systems, while also supporting the Land Use Goals and Transportation Plan Policies.

5) The SWAP Committee reviewed the following analysis of Appendix C was prepared by Joan Blaustein, MAPC's subregional Coordinator for the North Suburban Planning Council subregion.

Appendix C: Tying Policies to Projects

Project Ratings - The table entitled "Relationship of Policies to Projects included in the model scenarios and Universe for the 2001-2025 RTP" contains a lot of interesting information, which should be analyzed in the plan. A review of the number of pluses for each project raises some interesting questions.

There is a very wide difference in how highway projects rank relative to transit projects. The highest percentage of highway projects (31%) received three pluses in the rating system. The highest percentage of transit projects (25%) received six pluses. The results of this rating exercise would lead one to question whether many of the highway projects meet the needs of the region. Should the MPO establish a threshold for including projects in the plan? Another possible conclusion would be that the rating system itself needs to be re-evaluated. The plan should include information on how this rating system will be refined and then applied.

Highway Projects

Number of pluses	*Number of projects*	%
2	14	20
3	22	31
4	19	27
5	7	10
6	7	10
7	0	0
8	0	0
9	1	2
10	0	0
Total	*70*	*100%*

Transit Projects

2	3	5
3	7	11
4	8	12
5	9	14
6	16	25
7	15	23
8	4	6
9	3	4
10	0	0
Total	*65*	*100%*

Policy Ratings – The divergence between highway and transit projects with regards to the rankings for each criterion should also be analyzed to determine to what extent the ranking system achieves the policy goals and whether any changes need to be made.

Policy	Number of pluses	
	Highway	*Transit*
Support land uses	41	45
Safety and security	33	1
Improve mobility	73	64
Minimize pollution/conserve energy	20	51
Improve connections among modes	14	54
Accessible system to all	0	46
Sharing of benefits/burdens	5	21
Preservation/modernization of system	48	43
Strengthen economic opportunities	23	25
Preserve community resources/character	13	20

The SWAP Committee feels that the above analysis indicates that the Transit projects appear to score generally more highly on the Policies that do the Roadway projects. This, in conjunction with the fact that Transit projects generally will tend to enable the Targeted Growth land use scenario that results in lower Vehicle Miles Traveled, would indicate that the MPO should consider allocating more funds to transit from roadway projects.

6) Also in Appendix C, a question arises regarding how the projects were selected, especially in relation to their scoring on the Policies. For instance, the South Weymouth Naval Air Station access road scored 1+ as did the Route 128 improvements from Beverly to Peabody, and BOTH of these projects were funded. In contrast, the MetroWest Regional Bike Trail and HOV lanes for buses each scored 5+ and were NOT funded. How were the Policies used in deciding which projects to fund? How will these be used in the future (possibly TIP evaluations?)?

7) Among the Funded projects is the Regionwide Planned Transit and Commuter Rail Parking. However, there is NO indication as to where these lots are proposed, and there is confusion as to whether their locations have been fixed. SWAP has been stating for years that there is a greater need for BOTH Park-and-Ride AND Rideshare[1] locations in the SWAP subregion. The Plan should clearly delineate where parking is already proposed, and also what funds might be available for yet-to-be-located Rideshare and Park-and-Ride facilities (from Highway and Transit Funds,

[1] Park and Ride lots are defined by SWAP as being at transit stations. Their purpose is to attract more people to public transit. The benefits are reduced vehicle miles traveled, preserved roadway capacity and improved air quality. Rideshare Lots are perceived as being located at major highway intersections, and encourage and support car-pooling (as well as potentially bus transit). These also preserve roadway capacity, lower vehicle miles traveled and preserve air quality

respectively). The SWAP Committee would like to reiterate the need for Rideshare lots at the intersections of I-495 with King Street (Franklin), Route 140 (Franklin), Route 109 (Milford), Route 85 (Milford) and Main Street (Hopkinton). In at last some cases, the State appears to already own sufficient land for these lots to be established.

8) At the end of Appendix C is a list of projects that are "Projects not sufficiently defined for staff to craft a definition or cost estimate", including at least two proposed from the SWAP subregion (I-495 Transit and Logan Express Service). The Committee feels that circumferential transit be examined for the I-495 area, and that the median of this highway be reserved for future circumferential transit use. At the least, these projects should be examined by the MPO staff (maybe through the ongoing PMT or future MPO UPWP process) to further define them so that they can be examined in the next Transportation Plan (in three years). The SWAP Committee also encourages the MPO to list projects such as these in the Illustrative Projects on page 4-8, to show a commitment to further study by the MPO.

9) All pages in the Plan document should be numbered. As can be seen from the above, it is difficult to refer to items in the tables/appendices because there is no numbering system.

The SWAP Communities requests that the Boston MPO respond to the above concerns, and also thanks you in advance for the MPO's consideration of these comments.

Sincerely,

Gino Carlucci MC

Gino Carlucci
Co-Chair

Joseph Melican MR

Joseph Melican
Co-Chair

Cc: Barbara Lucas, MAPC

Commenter:	Nicola A. Barletta, Chairman, Rockport Board of Selectmen, and MAPC Representative (February 2, 2002)
Type of Comment:	Project Specific
Abstract of Comment:	Chairman Barletta requested that the Rockport Railroad Station be included in the Additional Park & Ride Spaces program for expanding parking at transit stations and that station improvements be given high priority. He comments that there are serious safety hazards, that the station is not ADA compliant, and that parking is constrained. It is a tourist gateway to the community and looks like a "junkyard." The community also hosts the layover. Discussions regarding station improvements began ten years ago and construction began several years ago, but was stopped, without explanation to the Board of Selectmen.
MPO Response:	The MPO places a priority on the provision of additional access to commuter rail stations. The MBTA anticipates building 2032 parking spaces along the Newburyport/Rockport Commuter Rail Line (including additional spaces at the Rockport Station) as part of its parking enhancement program. This program is funded with a combination of federal funds allocated to the MBTA, federal funds allocated to other RTAs for use on the commuter rail system, federally earmarked funds, MBTA funds, local funds, private funds or state bond funds. In addition, the MBTA has planned general station improvements to the Rockport Station, including making it ADA compliant.

Mr. Dennis A. DiZoglio
Transportation Planning and Programming Committee
Ten Park Plaza, Suite 2150
Boston, MA 02116-3968

FEB -5 2002

February 2, 2002

RE: BOSTON MPO TRANSPORTATION PLAN 2000-2025 (draft plan)

Dear Mr. DiZoglio:

I have reviewed the draft MPO Transportation Plan for 2000-2025 and have a keen interest in the region and in the North Shore. On page F-5, Appendix F-Project Descriptions for projects in the recommended plan, Additional Park & Ride Spaces; I did not see the Rockport Railroad Station included for funding. I have attended many meetings regarding regional transportation planning as a Selectman and also as an MAPC representative and have shown both you and other responsible people the Rockport station and explained our concerns. It was my understanding from verbal comments made to me that Rockport was to be included for improvements. A few months ago, the Board of Selectmen sent a letter to you and several other people stating Rockport's concerns, but never received a reply.

Approximately ten years ago, plans for a new station were publicly presented by the MBTA to the Board of Selectmen. We never received a reply on those particular MBTA proposed plans.

Approximately 2-3 years ago, after several on-site and office meetings between MBTA and local officials from the Selectmen's and D. P. W. Offices, actual work was started to upgrade the station under the direction of Project Manager Esther Johnson. We were taken by surprise when funding was abruptly pulled and work stopped. There has been no official verbal or written reply or explanation received by the Board of Selectmen.

As a result, the station continues to have many very serious safety hazards (an accident waiting to happen), no ADA ramp, and requires additional parking. In addition, the station is a main entrance to Rockport for residents and visitors to our tourist dependant community and the station continues to look like a junkyard. The Rockport station is the terminus of the North Shore Commuter Rail line and is the location used to park trains over night, which brings to us another set of well-known problems. It is time for major improvements to the Rockport Station and for the project to be assigned a high priority and funded.

Please consider reviewing the Rockport Railroad Station needs and putting the project into your immediate plans. We are available to discuss the proposed project and to discuss our concerns. Your help and response is needed and will be appreciated.

Very truly yours

Nicola A. Barletta

Board of Selectmen
Nicola A. Barletta, Chairman
& MAPC Representative

C. C.:
Kevin Sullivan, MPO Chairman
Anne McGahan, Project Manager
David Soule, Executive Director, MAPC
Senator Bruce E. Tarr
Representative Anthony J. Verga
Paul Talbot, Administrator, CATA (Cape Ann Transportation Authority)
Allyson Knudsen, Executive. Director, Rockport Chamber of Commerce

Public Comments and MPO Responses From Winter 2002 Outreach

Commenter:	Sherman Eidelman, PE, Resident of Marblehead (February 19, 2002)
Type of Comment:	Policy Specific
Abstract of Comment:	Mr. Eidelman hoped that the public transportation issues raised at the MPO discussion in Lynn have been transmitted and that MassHighway will address the highway issues. He hopes MassHighway will be active.
MPO Response:	All comments received at the public meeting held in Lynn were transmitted to the MPO, of which MassHighway is a member, for their review and consideration in the development of the 2000-2025 Transportation Plan Update.

PLAN UPDATE

PLEASE SHARE YOUR COMMENTS AND IDEAS

ON THE

MPO REGIONAL TRANSPORTATION PLAN
PLAN UPDATE

I attended the Public 2002 meeting in Lynn and submit the following comments:

Most of the attendees had public transportation issues. These were valid concerns and I hope they were submitted to those with authority to remedy or initiate actions necessary.

I must wonder why they have not been previously addressed.

I was the only Civil Engineer present and I was able to answer some comments with facts such as why Task A which would have helped the City of Lynn and others were not built.

I hope in the future Plan Hosting is involved with projects as many in your listing will never be built due to issues I know about!

Please add my name to the mailing list.
(Please provide your complete address.)

Name Thomas Eldelman PE

Address [illegible] Longview Drive West Plainview, MA 02943

E-mail

Please Return to:
CTPS
Room 2150, Attn: Anne McGahan
10 Park Plaza
Boston, MA 02116

FEB 19 2002

Public Comments and MPO Responses From Winter 2002 Outreach

Commenter:	Linda Kitch , Resident of Lynn
Type of Comment:	Project Specific
Abstract of Comment:	Ms. Kitch suggested that the MPO focus resources on enhancing transit in densely populated older cities, which offer potential for redevelopment. She supports the Blue Line Extension to Lynn at least and further to Swampscott, Salem, and beyond. She suggests that the MBTA should be able to find creative ways to address environmental issues, including possibly using an alternative route, the "old Saugus Branch" or a new branch of the Orange Line, connecting Lynn and other communities to rapid transit. She also supports the Red Line/Blue Line Connector and says that proposed alternative projects do not accomplish the same result – a direct connection. She supports the Bike-To-The-Sea Multi-Use off-Road Path. There is a lack of through-roads (roadways connecting cities) in the Lower North Shore area suitable for bicycle transportation. This project would provide a good connection for alternative modes.
MPO Response:	The Blue Line extension to the north shore is included in the Universe of Projects that was considered during the development of the 2000-2025 Regional Transportation Plan Update, but is not included in the recommended list of projects. However, this project is also under active consideration by the MBTA as part of its Major Investment Study of the North Shore transit system. The Red Line/Blue Line Connector is included in the list of recommended projects for the 2000-2025 Transportation Plan Update. The MBTA will be undertaking a study of the comparative benefits of the Red Line/Blue Line connector and alternate projects proposed for substitution. Bicycle projects are not considered regionally significant and therefore are, not specifically listed in the Transportation Plan. However, the MPO has done a study on the Bike-To-The-Sea project and is aware of its benefits.

From: Linda Kitch <lkitch@gsd.harvard.edu>
To: publicinformation@ctps.org
Date: Tue, Feb 26, 2002, 11:02 AM
Subject: Public Comments on MPO 2000-2025 Regional Transportation Plan Update

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Following are my comments on the MPO 2000-2025 Regional Transportation Plan Update. I participated in the recent public meeting in Lynn. As a resident of Lynn who currently commutes to work in Cambridge, intermodally, by commuter rail and bicycle, as well as one who utilizes a bicycle as my primary transportation mode in and around Lynn, I will limit my comments to issues pertinent to transit/bicycle oriented commuters of the lower North Shore area.

In general it appears to me, after reviewing planning documents on the MPO web pages, that the MPO should focus less on widening suburban roadways and more on enhancing transit in and around existing densely populated older cities which offer vast redevelopment potential, effectively contradicting Policy 1 and Policy 10A. Given the MPO's land use/population scenarios for the next 25 years, continuing 1950's patterns of enhancing automobile usage will take our congested region just so far.

1. Blue Line Extension to Lynn.

In my opinion, the most important project for the lower North Shore area, particularly Lynn and neighboring towns, is the extension (in my lifetime, please) of rapid transit, that is, the subway system, at least to downtown Lynn, if not also into Swampscott, Salem, and perhaps beyond. Over the past 25 years substantial commitment has been made to the extension of the Red Line in both directions, despite financial and political obstacles. If the MBTA can get through that process with the notoriously-challenging residents of Cambridge, they can surely find an environmentally and politically acceptable way to surmount anything, . including the transit of Rumney Marsh! With the MBTA's recent & future improvement of the Blue Line equipment and existing stations, commitment must now be made to an extension of the line.

Perhaps the "old Saugus Branch" route might provide an alternate route "around the marsh" for this extension, restoring rapid transit service to currently under-served but densely populated areas of Northwest Revere and Saugus. Or, perhaps a new branch of the Orange Line could connect currently under-served but densely populated areas of portions of Everett, East Malden and Saugus, in addition to Lynn, to the Boston rapid transit system.

If we can spend $15 billion on 2 miles of highway...there is no obstacle, either technical, financial or political, to this extension, that we cannot overcome!

2. Blue Line/Red Line Connector.

The MPO appears to be avoiding this Commitment, citing the Silver Line and Airport Intermodal Connector as some type of alternative. Neither of these projects facilitates connections of Blue Line passengers to the

Red Line. There is no excuse for MBTA commuters still being forced to experience the inconvenience and waste of time of a twice-daily Blue-to-Green-to-Red-Line double connection, the new North Station Superstation notwithstanding. This is the glaring Missing Link in Greater Boston's rapid transit system!

3. Bike To The Sea Multi-Use Off-road Path.

A glance at the Rubel's Bicycle Map of the region shows a glaring lack of through-roads suitable (comfortable) for bicycle transportation throughout the Lower North Shore area. Yes, cities such as Lynn and surrounding towns DO offer a wealth of low/slow automobile traffic residential streets quite suitable for the wide range of skill levels of various bicycle users. However, connections BETWEEN cities such as Lynn, Saugus, Everett and Revere, etc., are often limited by topography, historical political/property boundaries and land use development, to major "pseudo-highway" arterials which all but the most experienced bicyclists fear to use. The B2C path opens up a vast number of auto-alternative short-distance connections between homes, workplaces, stores and other destinations in adjoining communities--*not merely for recreation* but also for Transportation.

More and more major non-highway arterial roads are being widened throughout the region; despite the "mandate" that bicyclist/pedestrian traffic must be accommodated "if possible" in all road construction, this results in increases in both automobile numbers and speed, which in turn often make these roadways LESS safe for bicyclist/pedestrian traffic. The B2C path is a low-cost opportunity to give more than lip service to transportation alternatives including bicycle/pedestrian, and should be supported (in my lifetime, please).

Thank you for your consideration.

Linda Kitch
56 Howard Street
Lynn, MA 01902
781-593-3018; W 617-496-0904; lkitch@gsd.harvard.edu

Public Comments and MPO Responses From Winter 2002 Outreach

Commenter:	Dr. Iain Maclean, Resident of Salem (February 26, 2002)
Type of Comment:	Policy and Project Specific
Abstract of Comment:	Dr. Maclean supports: Salem Station and Garage redevelopment (not be made a transportation hub); light rail to Saugus, Peabody, Danvers, and Marblehead (no need to extend the Blue Line to Salem); Blue Line airport access improvements; a ferry link between Salem and/or Beverly and Boston; use of environmentally friendly engines in transit vehicles. Dr. Maclean supports policies 9 and 11, but is concerned that MassHighway has not responded to public comments on the Bridge Street Bypass on the 19th of November, 2001.
MPO Response:	The MPO received many comments requesting projects to be included in the Transportation plan. The projects referenced in your comment were included in the Universe of Projects that were considered during the development of the 2000-2025 Regional Transportation Plan Update, but were not included in the recommended list of projects. The plan must be a financially constrained document and many projects were not able to be included at this time. However, some of these issues are still under active consideration by the MBTA as part of its Major Investment Study of the North Shore transit system. Your comment regarding the Bridge Street Bypass has been sent to MassHighway. However, the MPO supported the construction of the Bridge Street Bypass Road through its inclusion in the previously adopted 2000-2025 Regional Transportation Plan and the 2002-2007 Transportation Improvement Program. The project was advertised for construction on December 29, 2001.

28 B, Federal Street,
Salem, MA 01970.
26 February, 2002

Dennis A. DiZoglio,
Boston Metropolitan Planning Organization,
10 Park Plaza, Suite 2150
Boston, MA 02116.

FEB 28 2002

Dear Mr. DiZoglio,

Thank you for affording us the opportunity to comment on the draft Boston MPO Transportation Plan 2000-2025.

It is good that a new Public Participation Plan is to be adopted (Policy 9) and that the roads being developed "..will balance the needs of users ....with the function and character of..surrounding historic areas" (policy 11).
Our recent experience following a well-attended public meeting (at the Carlton School in Salem on 19th November) to discuss the revised plan for the Bridge Street Bypass suggests that there is room for improvement. The promised response by Mass Highway to the written submission of comments by abutters following that meeting has yet to be received, although an RFP for the project has already been distributed.

In regards to the 2000-2025 Plan itself, the following are my thoughts ;-

1. Redevelopment of Salem Station and Garage are urgently required, but the city should not be made the focus of a regional transportation hub.

2. There is room for further expansion of light rail or tram feeders to the MBTA, as for example from Saugus, Peabody, Danvers and Marblehead.

3. Presumably there will be easy transfer between the projected Blue line extension and the MBTA Commuter Rail in Lynn. Assuming this to be the case there seems little merit in the Blue line paralleling the MBTA to Salem.

4. Improvement of access to the Airport from the Blue Line Station is overdue.

5. The ferry link for both commuters and tourists between Salem and/or Beverly and Boston should be supported.

6. It is surely time for public transport to take a lead in promoting the use of more environmentally friendly (hybrid/electric/ alcohol/fuel cell/?) engines.

I hope that these suggestions merit your consideration,

Yours sincerely,

Iain Maclean

Dr. Iain Maclean

Public Comments and MPO Responses From Winter 2002 Outreach

Commenter:	Salem Harbor Community Development Corporation (February 28, 2002)
Type of Comment:	Policy Specific
Abstract of Comment:	The Salem Harbor Community Development Corporation (SHCDC) comments that the Plan does not address an important environmental justice issue: providing adequate transit from low-income neighborhoods to suburban employment destinations. The SHCDC asks that the MPO plan ways to address this issue, including providing bus and van routes between low income neighborhoods to employment centers and serving shift workers at off-peak hours. The SHCDC compares the travel time for workers from a low-income area in Lynn to likely job destinations in the North Shore Mall area with those for workers traveling to higher paying jobs in Boston and finds that the travel times for the higher paid workers is significantly less. It states that the transit system seems to be geared to best serve higher paid workers. Resources are focused on the suburb to Boston commute and do not address commuting within the suburban communities, particularly from low income neighborhoods.
MPO Response:	It is not within the scope of the Regional Transportation Plan to address routing and scheduling issues for the MBTA bus services. However, it is useful to note that the MBTA will be implementing a number of North Shore bus service changes in June 2002 as described in the 2002 MBTA Service Plan. These changes will provide service later in the evening to the Highland Avenue commercial district in Salem, more reliable service from Salem to Liberty Tree and North Shore Malls, and more convenient transfers between bus routes at Salem Depot and Lynn Central Square. A suburban bus mobility program was included in the plan. Funding will be provided for a variety of programs to improve mobility in areas that are currently underserved by transit. The details of this program will be developed during the Unified Planning Work Program and the Transportation Improvement Program process. The MPO appreciates your input and will keep you informed during the development of these documents.

Pam Wolfe

From: "Salem Harbor CDC" <salem.cdc@verizon.net>
To: <pamwolfe@ctps.org>
Sent: Thursday, February 28, 2002 4:13 PM
Subject: Comments on MPO Trans. Plan

Pam -

Thank you for giving me the opportunity to make comments about the draft plan. There is nothing written in the plan that I fundamentally disagree with, but I feel it neglects to address issues raised by some of the ridership data.

In particular, I am focussing on the data in the Mobility Analysis, and the length of time that it takes for one to go from an "origin" area to a "destination" area. Since it is the region with which I am the most familiar, I have keyed on a known low-income origin area (#308 - Lynn @ Central-Washington-Essex Street) to known metro North employment areas (namely #455 Salem Center, #476 North Shore Mall and #526 Burlington Mall).

According to the data in the analysis, it appears that it would take the typical AM peak period rider 37 minutes to go from Lynn to Salem, 80 minutes to go from Lynn to the North Shore Mall and 111 minutes to go to the Burlington Mall. We must remember that these are the times for peak period commuters, and we can only assume that the length of the commute for non-peak commuters is even greater.

Since the North Shore Mall is an area where there are many jobs that may be available to low and moderate income workers, I will compare the time of travel to that point from Lynn (80 minutes) with other destination points. From Lynn, one should be able to get to Post Office Square in 62 minutes, to Copley Square in 55 minutes, to Boston Medical Center in 67 minutes, and to Longwood Medical Area in 68 minutes. I would argue that the typical employee travelling from the North Shore who is working in any of those latter destinations is likely to have a much higher paying job than the typical employee working at the North Shore Mall. It seems that the transit system is designed to provide the best advantage to individuals earning a higher rate of pay than those earning a lower rate of pay.

Although my analysis is focused on only one point of origin, my presumption is that similar distinctions could be drawn with other points of origin in low income communities to major regional employment areas that individuals in those communities might work.

The improvements noted in the Transportation Plan seem to address issues that focus on enhancing the commute from the points of origin to points in the central city. Thus, the debate about whether we extend the Blue Line to Lynn or Salem or Beverly presupposes that resources be expended to improve the commute between the suburbs and Boston.

The Plan fails to speak to the issue of how we improve commuting within the suburban communities - particularly from low income neighborhoods in those suburban cities to places of employment located in the same region. I would argue that much more effort needs to be expended in planning improvements in this realm, and that the plan is far from being complete until serious planning has taken place in this regard.

I certainly have some thoughts about how improvements in the regional transit system can be improved. They would include bus and van routes available to any user that would run between low income neighborhoods to employment centers located in the same region. These routes would need to run at peak commute times, but would also need to run such that they would service shift workers (who are also more likely to be low or moderate income).

Not having any experience in transportation planning, I feel woefully inadequate in trying to proferring a resolution to the problem of developing effective public transportation that will truly service low income neighborhoods, but feel that this must be a priority of this transportation plan in order to make it an effective means of addressing the environmental justice needs of low income and minority communities.

Thank you once again for this opportunity to comment on the Transportation Plan.

James T. Haskell
Executive Director
Salem Harbor Community Development Corporation
102 Lafayette Street
Salem, MA 01970

(978) 825-4001

Public Comments and MPO Responses From Winter 2002 Outreach

Commenter:	A.Theodore Welte, President, MetroWest Chamber of Commerce and MetroWest/495 TMA and Susanne Morreale Leeber, President, Marlborough Regional Chamber of Commerce and Vice President, MetroWest/495 TMA (February 22, 2002)
Type of Comment:	Policy and Project Specific
Abstract of Comment:	Mr. Welte and Ms. Leeber submitted comments on three main issues: • Concern that the Route 9/495 project has not been included in the Plan Update. While the site's location within two MPO regions might raise planning issues, new development in the area could cause serious traffic conditions, particularly considering the MPO region's strong reliance on automobile travel and the area's projected large increases in automobile travel, number of households, and employment. • The shortcomings of the MEPA process which does not enforce developers' commitments to join the MetroWest/495 TMA. The participation of the developers is critical to the TMA's success in its efforts to make traffic flow improvements. • The lack of specificity of the MPO policies relating to transportation demand management, reducing reliance on single-occupant vehicles, and promoting new public-private partnerships. The TMA offered its assistance in developing successful public-private partnerships.
MPO Response:	The Route 9/495 project is included in the Universe of Projects list in the 2000-2025 Transportation Plan Update. The Universe of Projects is a list of all projects that were considered for inclusion in the Plan Update. The MPO will consider this project in the future by working with MassHighway and the Central Massachusetts Regional Planning Commission. The MEPA process is governed by the Executive Office of Environmental Affairs and has no affiliation with the MPO. The policies in the 2000-2025 Transportation Plan Update include references to TMA/TDM programs (Policies 3A & B, 4E).

MW/495-TMA
MASSACHUSETTS

February 22 2002

FEB 27 200?

Ms. Anne McGahan
Project Manager
Central Transportation Planning Staff
10 Park Plaza, Suite 2150
Boston, MA 02116

Dear Ms. McGahan:

The MetroWest/495 Transportation Management Association (TMA) appreciates the opportunity to offer comments on the Update to the Boston MPO Transportation Plan. The MetroWest/495 TMA is a unique public/private partnership operating under the auspices of the MetroWest Chamber of Commerce and the Marlborough Regional Chamber of Commerce. The TMA's members include MetroWest area businesses and communities working together toward a common goal of decreasing traffic congestion and improving air quality in the region.

The TMA would like to submit the following comments:

- We would like to express our concern that the Route 9/495 interchange project has not been included in the plan. While it does appear in the Universe of projects, it has not been programmed. We understand that the project crosses RPA boundaries with the Southborough portion of the ramps being in the MAPC region and the Westborough portion in the CMRPC region and has therefore posed a significant planning problem. However, the impact of new development on traffic in that specific area has the potential to create untenable traffic conditions. We have noted that the Transportation Plan acknowledges that, despite our best efforts, the majority of people are currently reliant on their automobile and will continue to be for the foreseeable future. Current models indicate increases in auto travel on the order of 30% and significant increases in household and employment growth for the 495 region. Given this we feel this project is critically important to the needs of the region.

- On page 1-8 the report describes the MEPA permitting process. The TMA has some longstanding concerns regarding this process. Of particular concern is the lack of follow-up that is being done with developers to ensure that they fulfill all of their commitments with regard to this permitting process. Specifically, there are a number of developers in the region who have committed to joining the TMA as part of the mitigation requirement of their section 61 finding under the MEPA process. Once

MetroWest/495 Transportation Management Association

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Phone: 508.879.5600 • Fax: 508.875.9325 • E-mail: chamber@metrowest.org
Marlborough Regional Chamber of Commerce • 11 Florence Street, Marlborough, MA 01752
Phone: 508.485.7746 • Fax: 508.481.1819 • E-mail: marlcham@marlboroughchamber.org

- they receive the necessary permits and the project is built they do not follow through on their commitment to join the TMA--and there is no recourse. The participation of developers in our effort is critical to our success. It is our feeling that when we can involve these developers from the beginning of the process we are most successful in keeping them involved for the long term. Our intention is not to make the process onerous but we do want to ensure that developers follow through on commitments that they willingly make as part of the permitting process. When communities suffer the negative impacts of these developments we feel that we can offer some help in making improvements in traffic flow for everyone.

- On pages 1-11 through 1-17 is the section describing the policies that guide the MPO process. Here the plan talks about the need for Transportation Demand Management and encouraging projects that reduce reliance on single-occupant vehicles. It includes a reference to working to promote new public-private partnerships to provide needed services. However, there is not enough specificity to be clear about how this will be done. The MetroWest/495 TMA is resource that is vastly under utilized by the state in making incremental progress in addressing traffic issues in the region. The TMA would welcome the opportunity to work more closely with the MPO to develop the kinds of public-private partnerships that we feel have the potential to be very successful. Further, the TMA can not emphasize enough the importance of marketing the availability of alternatives to the general public as a way to impact the long-term behavior change that is needed to move people out of their cars.

Thank you for the opportunity to comment on the Boston MPO Transportation Plan 2000-2025.

Sincerely,

A. Theodore Welte
President, MetroWest Chamber of Commerce and
MetroWest/495 TMA

Susanne Morreale-Leeber

Susanne Morreale Leeber
President Marlborough Regional Chamber of Commerce
Vice President, MetroWest/495 TMA

cc: Dennis A. DiZoglio, Boston MPO, Transportation Planning and Programming Committee

Public Comments and MPO Responses From Winter 2002 Outreach

Commenter:	Town of Concord (February 28, 2002)
Type of Comment:	Project Specific
Abstract of Comment:	The Town of Concord submitted a number of comments. It strongly supports the inclusion of Crosby's Corner and the Concord Rotary in the Plan Update. These projects are important milestones in addressing needs in the Route 2 Corridor and for which the Corridor Advisory Committee has worked so hard. The town also supports the additional parking spaces at transit. It comments that construction of the Littleton commuter rail station is critically important. The Concord Rotary should be given a "plus" rating in Appendix C "Tying Policies to Projects." The town also questions why Table D-4 "Transit Capacity Analysis" shows no increase in peak direction capacity when they perceive an increase in demand. The town suggests that the Expansion of the Fitchburg Line from single track to double track and implementation of the reverse commute option on this line meets the basic criteria for inclusion of a project in a regional transportation plan and is consistent with Boston Region MPO policy #3. It believes that reverse commuting will become a bigger issue by 2025.
MPO Response:	The Crosby's Corner and Concord Rotary projects are included in the list of recommended projects for the 2000-2025 Transportation Plan Update. The Littleton commuter rail station, after further examination, will not be constructed in the proposed location due to environmental concerns discovered in the MEPA process. The MPO places a priority on the provision of additional access to commuter rail stations. The MBTA anticipates building 9568 parking spaces along the Commuter Rail Lines (including 858 along the Fitchburg Line) as part of its parking enhancement program. This program is funded with a combination of federal funds allocated to the MBTA, federal funds allocated to other RTAs for use on the commuter rail system, federally earmarked funds, MBTA funds, local funds, private funds or state bond funds. In Table D-4, there is no increase in peak direction capacity between 1995 and 2025, because there is no proposed change in service assumed in the modeling. Providing reverse commute operations is a difficult issue, which requires balancing the benefits received with the costs incurred. The MBTA recently released a report documenting these difficulties and concluded that implementing improvements for reverse commuting is not feasible or advisable on a systemwide basis. However, there appear to be opportunities for a pilot program and for improved capabilities in some targeted areas with coordination with RTAs, TMAs, CARAVAN, and community-based bus services.

OLD NORTH BRIDGE

TOWN OF CONCORD
BOARD OF SELECTMEN'S OFFICE
22 MONUMENT SQUARE - P.O. BOX 535
CONCORD, MASSACHUSETTS 01742

TELEPHONE (978) 318-3001
FAX (978) 318-3002

February 28, 2002

FEB 28 2002

Anne McGahan
Central Transportation Planning Staff
10 Park Plaza, Suite 2150
Boston, MA. 02116

Re: Draft 2000-2025 Transportation Plan

Dear Ms. McGahan,

In response to the request for comments on the Draft 2000-2025 Transportation Plan, the Town of Concord would like the Boston Metropolitan Planning Organization to take into consideration the following comments:

1. There are two regionally significant highway projects that have been endorsed by the Boston Region MPO for inclusion in the Plan as part of the year 2025 build scenario: Crosby's Corner and Concord Rotary. The Town of Concord strongly supports the funding of these significant highway projects. They are not part of the 2025 no-build scenario because only projects that have opened for public use after January 1, 1996, are currently under construction or have been advertised for construction are included in that scenario. The only transit-related project recommended as part of the year 2025 no-build scenario that may provide benefit to Concord is the addition of at least 1,050 new surface parking spaces at commuter rail stations throughout the region. The new Littleton Commuter Rail station is not specifically listed as a separate recommended project. It may, however, be included in the Transit & Commuter Rail Parking project recommended for year 2025 build scenario, which is the creation of 3,032 new parking spaces at selected MBTA stations. It would be helpful for communities if the selected MBTA stations were listed in the Transportation Plan so there is no confusion later (See Page 3-4, 3-5, 4-5, 4-6, F-5F-8, & F-13). It is critically important to the regional transportation system that the Littleton Commuter Rail station be built in the near future.
2. In Appendix C: Tying Policies to Projects, both Crosby's Corner and the Concord Rotary Project are listed. The Concord Rotary project is given a neutral rating for Policy #4; Minimize pollution (See Page C-3), which seems low. A plus rating is given to projects that add a mode choice, address a current operational deficiency, or reduce or segregate truck traffic. ANY of the current conceptual plans for the redesign of the Concord Rotary will address what is currently a major operational deficiency, increase the Level Of Service at this location, reduce vehicle back-up and improve air quality. The rating for the Concord Rotary project should be increased to a plus rating.

3. In Table D-4;Transit Capacity Analysis in Appendix D, the Town questions why there has been no increase in Peak Direction Capacity for any of the commuter rail lines from 1995 to 2025 when there is clearly an increase in demand.

Lastly, the Metropolitan Area Planning Council's MAGIC communities have begun to address the issue of reverse commute options on the commuter rail for the Fitchburg line. Solving the issues of reverse commute options is a large, regionally significant problem, for which a project will not automatically appear in the Transportation Improvement Program with money allocated to it. Projects of this size and complexity must first be incorporated into long range regional modeling and future planning of the Transportation Plan. The Commuter Rail Fitchburg line is not currently a viable option for reverse commuters. There has been discussion that the single track from South Acton to Ayer should be expanded to a double track and the current train schedule modified to allow a reverse commuter to get to work by 8 a.m.

The reasons that the double track/modified train schedule should be included for review in the Transportation Plan is supported by Policy #3 of the Plan. This policy states that improved mobility requires access to the transportation system and the availability of safe, reliable, and convenient travel options so that users can choose the services that best fit their needs. To accomplish Policy #3, the Boston Region MPO will:

A) Support projects that increase the availability of transportation options;

B) Encourage projects that reduce reliance on single-occupant vehicles;

C) Support projects and programs that improve transit service by making it faster, more reliable, and more convenient; and

F) Support programs that improve reverse commute options.

Furthermore, Table 3-1 in the Plan shows that while population growth for households will increase the most in downtown Boston by the year 2025, retail and service employment increase the most in the Eastern Massachusetts Regional Planning Project Rings 3 and 4. Table 3-3 shows that the percent growth in number of attracted trips by year 2025 for EMRPP Ring 4 is the second highest with an increase of 30.1% behind downtown Boston (49.1%), but both pale in comparison to the increase in the number of trips attracted to areas just outside of the region at 63.2%. The Plan goes on to say that "With the largest growth expected in the outer portions of the region and the downtown Boston area, commuter rail ridership growth is forecasted to be substantial at 148% for 2025 no-build and 159% for 2025 build. This is only after saying that the transit ridership growth projected by the regional travel forecasting model will in a number of cases exceed the passenger capacity of trains in service. This leads to the conclusion that the issue of reverse commuting will increasingly become a problem by year 2025.

Finally, for a project to be included for analysis in the Plan, as defined by the federal government, it must meet the criteria of being "regionally significant". They are projects that are regional in nature, add capacity and can have air quality impacts as measured by the model. The Town of Concord believes the expansion of the Fitchburg line from a single track to a double track and altering service to make use of the commuter rail an option for reverse commuters falls within these criteria, is supported by the data in the Plan and meets the statement of Policy #3.

Over the years, the Corridor Advisory Committee has worked hard to advocate the need for addressing various safety and congestion issues along the Route 2 corridor. The Town is pleased that the Boston MPO has recommended for inclusion in the Transportation Plan both the Crosby's Corner and the Concord Rotary projects, which are the cornerstones in addressing these needs along Route 2.

The Town of Concord would like to thank you for the opportunity to comment on the development of the Draft 2000-2025 Transportation Plan. Please call me at (978) 318-3000 or the Concord TIP Coordinator Elizabeth Newman at (978) 318-3290 if you should have any questions.

Sincerely,

Sarah Schnitzer, Chair
Board of Selectmen

cc: Senator Susan Fargo
Representative Cory Atkins
Lincoln Board of Selectmen
Acton Board of Selectmen
David Soule, Executive Director, MAPC
CPW Director, Bill Edgerton
Town Engineer, Ken Kalinowski
Planning Director, Marcia Rasmussen

Public Comments and MPO Responses From Winter 2002 Outreach

Commenter:	MetroWest Chamber of Commerce (February 26, 2002)
Type of Comment:	Project Specific
Abstract of Comment:	The MetroWest Chamber of Commerce is concerned that the Route 9/I-495 Interchange project is not in the Plan and he discusses reasons that it should be. He comments that new development in the region could create serious traffic conditions. Recognizing that most people in the region will continue to be dependent on their automobiles, the projected household and employment growth in the I-495 area make improvements at this location critical.
MPO Response:	The Route 9/495 project is included in the Universe of Projects list in the 2000-2025 Transportation Plan Update. The Universe of Projects is a list of all projects that were considered for inclusion in the Plan Update. The MPO will consider this project in the future by working with MassHighway and the Central Massachusetts Regional Planning Commission.

MetroWest Chamber of Commerce

February 26, 2002

FEB 28

Ms. Anne McGahan
Project Manager
Central Transportation Planning Staff
10 Park Plaza, Suite 2150
Boston, MA 02116

RE: Update to the Boston MPO Transportation Plan

Dear Ms. McGahan:

The MetroWest Chamber of Commerce is very concerned that the Route 9 I-495 interchange project has not been included in the Update to the Boston MPO Transportation Plan. While it does appear in the Universe of projects, it has not been programmed.

We understand that the project crosses RPA boundaries with the Southborough portion of the ramps being in the MAPC region and the Westborough portion in the CMRPC region and has therefore posed a significant planning problem. However, the impact of new development on traffic in that specific area has the potential to create untenable traffic conditions.

We have noted that the Transportation Plan acknowledges that, despite the best efforts of programs like the MetroWest/495 Transportation Management Association, the majority of people are currently reliant on their automobile and will continue to be for the foreseeable future. Current models indicate increases in auto travel on the order of 30% and significant increases in household and employment growth for the 495 region. Given this we feel this project is critically important to the needs of the region.

Thank you for the opportunity to comment on the Boston MPO Transportation Plan 2000-2025.

Sincerely,

A. Theodore Welte, CCE
President

cc: Dennis A. DiZoglio, Chair Boston MPO Transportation Planning and Programming Committee
Carl Hellstrom, Program Manager-Transportation, Central Massachusetts Regional Planning Commission

TWENTY FIVE YEARS
ACCREDITED CHAMBER OF COMMERCE
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email: chamber@metrowest.org ■ web site: http://www.metrowest.org

Public Comments and MPO Responses From Winter 2002 Outreach

Commenter:	Bedford Planning Board (February 27, 2002)
Type of Comment:	Project Specific
Abstract of Comment:	The Bedford Planning Board recommends that the following language be added to the Plan: The Route 3/Route 128 interchange should be reconfigured. The present configuration cannot handle the current volume of traffic effectively and it is doubtful whether it will be able to handle the anticipated increases in traffic volumes after the Route 3 improvements are completed.
MPO Response:	The Route 3/Route 128 interchange project would require further study before being included in the recommended projects for the Transportation Plan. If a new design adds capacity at the interchange then it would be required to be in the Transportation Plan as a regionally significant project. If it does not add capacity, then it would not have to be specifically listed in the Plan.

Planning Board

Lisa Ackerman, *Chairman*
Robert M. Avakian Tom Paganetti
Arthur T Smith Robert Fagan
Richard Joly, Planning Director

TOWN HALL
10 MUDGE WAY
BEDFORD, MASSACHUSETTS 01730
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MEMORANDUM

To: Pam Wolfe (pamwolfe@ctps.org)
From: Richard Joly, Planning Director
Subject: Boston MPO Transportation Plan 2000-2025
Date: February 27, 2002

I am writing to suggest that the following recommendation be added to the regional transportation plan:

> The Route 3/ Route 128 interchange should be reconfigured. The present configuration cannot handle the current volume of traffic effectively and it is doubtful whether it will be able to handle the anticipated increases in traffic volumes after the Route 3 improvements are completed.

RJ: ms
H:\Correspondence 2002\21502pw mpo.doc

Public Comments and MPO Responses From Winter 2002 Outreach

Commenter:	MetroWest Growth Management Committee (MetroWest) (February 28, 2002)
Type of Comment:	Policy and Project Specific
Abstract of Comment:	MetroWest underscores their concern that the MPO place greater emphasis on suburban issues: suburb-to-suburb connections, reverse commuting, North/South connections, and demands on infrastructure in the I-495 communities. They also want the MPO to increase transportation options and improve public participation. They are concerned that the selected projects do not adequately commit to policies important to suburban interests. They would like the plan to reflect the suburban need for collaborative partnerships to effect reduced parking, improved transit, flexible shuttles and continuous shared funding. Funding is a major concern. They request a briefing on funding issues and further discussion of other planning issues, such as "suburban transit subsidy", land use and planning reform, and revising the "Boston-as-Hub" concept. They look forward to working with the MPO and the Regional Transportation Advisory Council. MetroWest would like more explanation of the 70%/30% funding split. Also, non-motorized modes and other alternative transportation options (TDM) should have their own funding category (since they are neither highway nor transit) in order to provide for planning and funding of these options. The suburban transportation needs are not served by maintaining the existing infrastructure because suburban needs are different and not fixed-route-based. MetroWest supports: long-term funding (employer, employee, government) of TMAs; and state enforcement of private commitments to TMAs; flexible options such as shuttle services, bikepath connections, park and ride lots, marketing, and targeting; public/private partnerships and ridesharing; Policies 1E, 2A, 3B, F, H, 4E, 5A, 11A, B, and 12 are important. They suggest listing policy statements in Chapter 4 of the Plan. The MetroWest communities need more service and will use additional census data to plan service. They support the route 9/495 interchange improvement. MetroWest would like a specific clarification concerning the $400 million commitment to the statewide road and bridge program on page 5-5, second paragraph and they would like an explanation on Central Artery funding through 2011. (They include specific detailed questions about funding.) They comment that this commitment should be maintained and defined as to whether these funds are "advertised" or "expended". The Central Artery financing plan is difficult to understand and will require tremendous future financial commitments, diverting funding for statewide transportation projects. They are concerned that there may not be adequate funding available in the future for suburban transportation services. They would like the Plan to include long-range plans of the Turnpike Authority, Massport, and water transportation. MetroWest comments that unless land use laws are changes, Policy 1 is not pracitcable. They explain that state, regional and local plans and zoning laws must have reducing sprawl as a goal before transportation decision making can successfully support that goal. The MPO should work actively with others to promote consistent plans and zoning, including advocating for reform of the state zoning acts. They comment that the Plan should include: an updated list and map of bicycle trails, a more thorough discussion of Highway Policy (Chapter 87), a list of constructed park and ride lots, further description of the enhancement policy, information on the existing TDM practices, TMAs, shuttles, and car- and vanpool projects. Regarding public involvement, MetroWest requests that comment periods be lengthened.

Commenter:	MetroWest Growth Management Committee (MetroWest) (February 28, 2002) **(cont.)**
Type of Comment:	Policy and Project Specific
MPO Response:	The MPO believes the Plan properly balances urban and suburban concerns. The MPO plans to provide briefings on funding availability as well as forums for the discussion of the other issues addressed in your letter through the Regional Transportation Advisory Council. The 70/30 split reflects the MPO's expectations for capital spending based on historical trends and future needs. Many of the projects that are included in the 70% funds are maintenance and reconstruction projects that are difficult to project across a 25-year horizon. TDM projects are included in the 70% funds for the highway system and are dealt with as a distinct category during TIP project selection. The Policies and Recommended Plan chapters will remain separate. However, the MPO will continue to develop a system for tying projects to policies as seen in the matrix in Appendix C. The MPO is aware of MetroWest support for the Route 9/495 interchange project. The MPO will continue to monitor the progress of this project and will explore potential methods for funding this project cooperatively with the Central Massachusetts MPO. The information on the Central Artery project comes directly from the Central Artery Finance Plan. The MPO has included what it deems to be a sufficient summary of the Artery Finance Plan. Short of reproducing the Artery's Finance Plan in its entirety as a component of the RTP, the MPO sees no way to provide meaningful additional information on the complicated financing of the project. The Central Artery Finance Plan is available to the public, however, by contacting the Massachusetts Turnpike Authority. The Plan deals with Title 23 federal transportation funding. These are surface transportation funds that only represent a small portion of MassPike and Massport's capital budgets. The MPO has little ability to influence land use decisions that by law are primarily made at the municipal level. However, MAPC does provide guidance to the communities in the Boston MPO region through the development of regional land use plans. The Existing Conditions chapters have not been significantly altered from the 2000 Plan, with the exception of factual errors or omissions identified during the public comment period on that document last y ear. Federal regulations require a 30-day review period. The MPO believes this provides for a reasonable amount of time for the public to review documents and comment.

MetroWest
Growth Management Committee
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508-620-7330 • fax 508-620-0470

February 28, 2002

MAR -1 2002

Ms. Anne McGahan
Project Manager
Central Transportation Planning Staff
10 Park Plaza, Suite 2150
Boston, MA 02116

RE: Update to the Boston MPO Transportation Plan 2000-2025

Dear Ms. McGahan:

Enclosed are review comments from the MetroWest Growth Management Committee and its Transportation Task Force on the Boston Metropolitan Planning Organization's Transportation Plan, 2000-2025 "*plan update draft*," distributed on or about February 6, 2002.

In Context of Previous Plans

The Committee views these comments on the 2000 "*plan update draft*" in context of previous comments provided by the MPO regarding the:

- Boston MPO Transportation Plan, 2000-2025: Existing Conditions, *preliminary draft,* distributed on or about April 1, 2000; and
- The Boston MPO Transportation plan, 2000-2025, distributed on or about December 1, 2000.

Further, these comments continue to address our expressed concerns discussed in response to previous post-ISTEA plans of '93, its '95 refinement, and '97.

The Committee is pleased that the 2000-2025 plan recognizes and articulates some of the concerns unique to suburban transportation. This recognition in the 2000 plan provides hope because suburban officials express the general feeling that in previous plans the Boston MPO views the suburban communities as spokes to a wheel supporting the economic engine of The Central Boston Hub. **We believe this view of the Boston Metropolitan Planning Organization to be archaic and detrimental to MetroWest**. The general sense is that the MPO has given relatively little attention to unique suburban issues such as suburb-to-suburb connections, the reverse-commute phenomenon, improving suburban North-South connections among the various sub-regions of the Metropolitan Area Planning Council and the increasing demands on the transportation infrastructure created along the I-495 ring of communities.

The Transportation Plans of 1993 and 1997 offered scant attention to these issues of significant importance to the suburban communities. We look forward to working with

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the newly constructed MPO Transportation Planning and Programming Committee and the Regional Transportation Advisory Council ***to place greater emphasis on suburban transportation issues, increasing transportation options and improving public participation in the planning process.***

We are particularly interested in your responses to these comments to a more meaningful and detailed extent than was given in '93 and '97. We sincerely hope that this document can serve as an agenda for future discussions with the MPO specifically focusing on improving and expanding transportation options for the suburbs.

In that spirit and hope of cooperation and continuing communication, The Committee offers the following remarks.

The Funding Split

The policy decision to allocate 70% of the transportation funds to maintaining the current system and 30% to increasing capacity should be more clearly justified and explained in the Transportation Plan. Similarly, the decision to split funds __% Highway and __% Transit, should be more thoroughly discussed in the plan. Our concern is that the Maintenance/Capacity split and the Transit/Highway split does not allow adequate recognition of non-motorized and other alternative transportation options. For example Transportation Demand Management techniques and Bicycle Paths do not appropriately fit any of the four categories. We believe that these alternative transportation options deserve their own funding designation to insure that they are given appropriate planning attention and funding.

Unique Suburban Transportation Requirements

Emphasis on maintaining and modernizing existing transportation infrastructure is logical and efficient. However, within the context of existing infrastructure, new transportation options and practices may be required to satisfy the unique needs of the suburbs. Increasing options for the suburban user means increasing non-fixed routes using the highway and transit systems. Such options require the construction of more bike paths and park and ride lots, creating shuttle systems between existing train stations and major suburban employment centers, developing highly flexible employer and employee based car and van pools systems, using all of these systems to satisfy the needs of students, the elderly and the various social service agencies and making a concerted effort to advertise and market these systems to inform the public that they exist.

A particularly important and essential mechanism for suburban communities in addressing traffic congestion is through increased attention and long term funding of TMA's. These associations provide the flexibility of both funding and scheduling necessary to deal with the constant changing work schedules and routes of suburban employment. Further, the source of the funding should be more broad-based to include contributions from the employer, employee, as well as the government.

Another aspect of TMA's that should be addressed in the plan is enforcement of state agencies of commitments made by private companies to join and participate on TMA's during the MEPA process. Many companies do not subsequently follow through with these commitments. Local officials find enforcement very difficult. These are state requirements and should be enforced by state agencies.

To this end we suggest ***returning the deleted 5 (B) and 6 (D) policy action items*** which insure that the transportation system is appropriately balanced and provide flexible organized transit by creating a separate funding designation for non-motorized transportation options. Such a specific designation would focus attention on these transportations options and insure that they are adequately planned for and funded.

Policy Guidelines

The twelve policy statements expanded in the Draft Update of the 2000 Transportation Plan highlight those options important to the suburban user:

- Policy 1 (E) promotes increased potential for walking and bicycling
- Policy 2 (A) encourages sharing the network safely with all users
- Policy 3 (B), (F), and (H) encourages reduced reliance on single-occupant vehicles, improves reverse commute options and reduces congestion
- Policy 4 (E) reduces energy consumption and demand on the system by encouraging ridesharing and employer based congestion reduction
- Policy 5 (A) funds projects such as bike parking expansion at intermodal facilities
- Policy 11 (A) and (B) supports transportation enhancement and traffic calming projects
- Policy 12 (C) promotes public/private partnerships to improve needed services.

A survey of the projects listed in Chapter four and in Appendix C of the Update and in Chapter 10 of the 2000 Plan ***does not reflect significant financial or planning commitment to those specific options itemized in the policy statements listed above***. A clarification at a recent public hearing on the Transportation Update explained that funding for these types of projects would come from the Maintenance 70% portion of the plan in both the Highway and Transit categories. However there appears to be no commitment as to projects, planning or funding of these transportation options, which are crucial to continued suburban economic development and vitality.

The appropriate criteria for choosing projects should be based upon the policies established. By this method of selection, greater emphasis is placed on accomplishing the goals of the policies – to include those that satisfy suburban needs. The policies for the most part are excellent, but the projects do not adequately address them.

The Committee strongly suggests that those options listed in the policy statements also be listed in the Recommended Plan, Chapter 4 of the Plan Update. The Committee recognizes the need to construct Highway and Transit projects. In addition, however, there needs to be a more clearly articulated commitment to provide more flexible, less expensive transportation options for suburban travelers.

These options include:

- intermodal shuttle services,
- bikepath connections,
- more park-and-ride lots,
- increased marketing,
- advertising of services,
- specific targeting of these services to students, elderly and the social service agencies.

Successful Suburban Transportation Options

Examples of practices in the MetroWest region that have proved successful or show promise for success include the publication of the MetroWest Intermodal Map by the Central Transportation Planning Staff, The MetroWest Bicycle Map, the shuttle services to employment centers provided by the Natick Neighborhood Bus and the MetroWest/495 TMA, the significant increase in local bus service ridership and the potential offered by the 5 bike trails at various stages of development in the MetroWest region.

These practices plus **further development and marketing** of the Turnpike, Highway Department, Port Authority and MBTA park and ride lots**, continued emphasis on public/private partnerships** to expand off-site mitigation measures and **support for employer-based ridesharing** all offer tremendous potential to reduce reliance on the single-occupant vehicle and provide options to the suburban commuter. The Plan should include many of these projects as examples of transportation alternatives which encourage a greater level of participation among the private sector, local and state governments and the commuter.

In order for the suburbs to continue economic development without significant additions to traffic congestion, a new more collaborative partnership will have to develop that includes reduced parking, improved transit, flexible shuttles and continuous shared funding. The plan should reflect this broader approach to suburban transit.

Suburban Transit Growth

Suburban transit is not limited to "fixed-track" or "fixed-route" transportation.
Transit in the suburbs should be viewed more broadly to allow for quick changes in routes and schedules that are necessary to adapt to the rapidly changing suburban employment scene.

Figure 3.1 and Table 3.1 of the Plan Update offers challenging information to community planners. Sizeable increases in trip generation, number of households and retail and service employment numbers in Ring 3 and 4 suburbs through 2025 strongly suggest a need to for enhancing local bus and other more flexible transit options in the region.

The Plan should reflect the need for addition service in the Ring 3 and 4 regions. As Journey-to-Work 2000 census data become available, trip origin and destination information among the various suburban regions within and among the various designated rings of the Eastern Massachusetts Regional Planning Project would be very informative. Such data would give regional planners a better sense of how and where to place additional fixed bus routes and flexible shuttle and vanpool programs. (Incidentally, the map in figure chapter 1 should be shaded to identify all of the MAPC subregions).

Satisfying the transportation demands in this suburb without relying on the single occupant vehicle will be a daunting but necessary challenge that should be initiated in this plan. **There needs to be a greater recognition and discussion of suburb-to-suburb transit possibilities**. The Plan should summarize current MetroWest transit data which demonstrates an increasing interest and willingness for commuters to use transit and shuttles. Seen in the context of the data in Chapter 3 of the Update Draft, showing a 50% increase in employment, suburban transit should be prepared to absorb the need for this service throughout the life of this plan.

One highway project that should be included on this plan is the Rt. 9/495 interchange improvement. The Committee recognizes the planning problems associated with a project located in two RPA's. However, with cooperation and good will, the officials of the communities affected should be able to execute a solution to the bureaucratic obstacle. The increased 30% growth of auto travel for these communities of this roadway would affect even greater impetus for improving this highly congested and increasingly unsafe interchange.

The Financial Plan

The greatest concern of the Committee regarding the Financial Plan described in Chapter 5 of the Plan Update is that after reviewing the chapter with some care and attention **there remains a lack of assurance that an equitable and adequate level of funding will be available through the life of this plan to provide for suburban transportation services**. As stated on page 5-5 of The Plan Update, "...in recent years the amount of funds available for the State Wide Road and Bridge Program was to a large degree a function of the funding needs of the Central Artery." After reading this chapter, we are convinced that such will be the case for at least the next decade if not longer.

We in MetroWest are particularly sensitive to this fact for we believe that those of us on the Turnpike west of Boston are contributing an unfair and inordinate share of the CA burden through increased Turnpike tolls. This is especially unfair, since so few of us in MetroWest who use the Turnpike ever use the Central Artery. Yet those both north and south of Boston who use the Central Artery daily pay nothing.

This is a very sensitive issue with the Committee, and therefore**, we have become very wary of any reinterpretations of the $400 million assurance given local communities**

in the May 2000 legislation creating the Artery Finance Restructuring Plan forming the Central Artery Statewide Road and Bridge Program Transportation Infrastructure Trust Fund. The Memorandum of Understanding created by that legislation commits Mass Highway to expend no less than $400 million per year through 20005. The second paragraph on p. 5-5 of the Plan Update immediately following the heading "Statewide Road and Bridge System" needs to be further clarified. **Under no circumstance should there be any waiver to the $400 million commitment.** This level of funding is absolutely necessary to insure that suburban transit is adequately funded.

The clarification that is necessary is to distinguish between $400 million to be "expended" or to be "advertised." Part of the confusion comes from earlier misunderstandings where the Highway Department was claiming a $650 million expenditure including all costs in that figure, which was never included before in the $400 million figure, and then later Mass Highway admitting that less that $400 million was expended in certain years.

This entire issue of financing is of tremendous concern to the Committee, not only because of a somewhat parochial attitude that the financing is unfair to MetroWest particularly, but also because the Artery funding plan is so difficult to follow. We simply are not able to determine what funds are available to whom for how long. This entire plan is supposed to be constrained, but explain to us how anyone can determine the level of funds that are available.

This confusion is further exacerbated by the fact that presently 70% of Federal Transportation Funds are committed to the Central Artery construction. Next year that fill will fall to a required 50% commitment to the Artery. Ostensibly, that means more Federal funds available for state roads. However, the Federal total contribution is capped at $8.5 billion Therefore any further increase in the current $ 15 billion must come from state funds. In addition, the commitment from Government Anticipatory Notes (Federal transportation funds through 2011 that the state has agreed to dedicate to the Artery) begin in 2005 at $118 million then increase to $243 million in '06 – '10 and then drop back to $165 million in '11, which totals $2.8 billion of future Federal transportation funds that must go The Artery instead of satisfying statewide transportation needs.

Given this level of confusion, can the MPO reveal to the Committee the funds that will be committed to the Central Artery through 2011 and the level of funding available for state transportation needs? From that, does the MPO know what is to be expected for the Boston MPO and what will be available for suburban fixed and flexible transportation options?

Table 5-2 shows bonds totaling $1 billion in the Infrastructure Trust Fund created by the legislature in the Artery Financing Act of May 2000. Do these bonds include the GANS and BANS from the Federal government and Mass Port? What other bonds are to be included in the ITF? Why is $500 million dedicated to the Statewide Road and Bridge Program deducted from the Debt Service Avoidance? (What is Debt Service

Avoidance?). Is that $500 million the same as the $400 million committed to in the legislation creating the ITF?

To assure MetroWest officials and planners that they are not going to be unfairly denied funds in addition to having to make an unfair contribution to the Central Artery construction, this entire issue of expected revenue for the Statewide Road and Bridge Program must be further clarified and explained in future plans. Possibly someone from The Executive Office of Transportation and Construction, the Turnpike Authority, or Administration and Finance can meet with the MetroWest Growth Management executive committee to review some of the financial aspects of this plan.

One final question regarding finance: Why has the Turnpike Authority not revealed its plans in the 2000-2025 Plan? There are several issues regarding tolling, Fast Lane, property sales and rental, signage, sound barriers and other issues that impact the suburbs along the Pike. The Committee would appreciate knowing what communities along the Turnpike can expect from the Turnpike Authority. In addition, shouldn't the master transportation plan of the Boston MPO for the next quarter century include plans of Massport and water travel as well?

Transportation Planning and Land Use

The Committee is encouraged to find as the first stated policy in the 2000 Transportation Plan Update a clear recognition between transportation and land use. Achieving increased efficiency within the regional transportation system, reducing sprawl and increasing preserved undeveloped open space and making transportation decisions consistent with local, state and regional plans (Action item A in Policy 1) requires two conditions:

- State, regional and local plans which accomplish the above goals and
- Zoning law that insures the plans become a reality.

Unless communities prepare plans that provide a variety of housing options, employment, open space, recreation areas and the necessary public services followed by the zoning to make the plans a reality, making transportation decisions consistent with local and regional land use policy is not possible.

Recognition by the MPO in the transportation plan of the connection between land use and transportation is admirable and necessary, but not sufficient. The MPO must also work with other state agencies, the administration and the legislature to provide the resources necessary to prepare such plans, enact necessary zoning and then connect the transportation dollars toward assisting those communities to achieve success of those plans.

In addition, to enable communities to make the local and regional decisions necessary to exercise local control of land use polity and zoning, communities must be given the power to do so by the state. Current statute severely limits communities in their efforts to control their own destiny. Chapter 40 (A), the Zoning Act and The Subdivision Control

Act in Chapter 41 are two enormous obstacles to communities in Massachusetts ever achieving meaningful zoning changes. The State Zoning Acts must be reformed and the MPO should consider lending its enormous clout to the effort. Although too lengthy to expand in these comments, the point needs to be stated for the record, that the broad sweeping planning and zoning actions called for in Policy 1 are not possible under the existing Zoning Statues.

Zoning changes requiring clustering, open space preservation, affordable housing, concentrated development, reducing parking, offsite transit and housing mitigation linkages and other creative planning and land use techniques common in other states are very difficult if not impossible in Massachusetts under existing statues. Unless land use laws in Massachusetts are changed Policy 1 will not become practicable.

Some Remaining Issue and Questions

A lack of time and space requires that we bring these issues before the MPO for a response in a very brief format without further expansion at this time. Possibly we might pursue these issues under more appropriate circumstances.

1. **The plan should include those bicycle trails** completed since the inception of ISTEA in 1991. The plan should also include a map and listing of completed, proposed, planned and in-progress bike trains in the Boston MPO. The listing should include a brief description of the trail, length, funding source and cost and responsibility for maintaining the trail.
2. **The plan should include a more through discussion of the Highway Policy regarding Chapter 87** of the Action of 1996, and a list of those highways made accessible to bicycles, the improvement provided, and/or the reason why bicycle access was not feasible.
3. **The plan should include a list of constructed park-and-ride lots** by all transportation agencies since the construction of the Central Artery began. The underlying goal of the CA construction was to provide an increase in capacity into the city of Boston by car, but there were also developed several alternatives to the automobile so as to decrease demand on the Central Artery. One of these alternatives was construction of Park-and-Ride lots to allow commuters to connect with either a bus or commuter train into the city. Where are those lots? How many vehicles are provided parking and does the public know they exist? When the Artery construction is completed, the hope is that commuters will not resort to their cars again as the primary mode of transportation to Boston.
4. **The plan should include further description of Enhancement policy** and projects and the procedures the public and non-government organizations should follow to secure access to Enhancement funds.
5. **The plan should provide information on existing Transportation Demand Management practices, Transportation Management Associations, shuttles, and car and van pool projects in the Boston MPO**. These options, coupled with R\reduced parking bylaws and private contributions toward traffic mitigation

measures, are major options for suburban commuters to the single-occupant vehicle.

6. Is there any possibility of the MPO establishing a more reasonable comment period schedule for comments to the various transportation and related documents? This is a problem that has plagued us for many years. The committee received the Update Draft on or about February 5th. The public hearing was held on the Draft Update on February 13th. Comments of the Committee's Transportation Task Force must be prepared over a vacation period by e-mail in order to allow the members of the Task Force to have at least the week end prior to our scheduled meeting on the 27th of February to review the comments and make changes. The Committee is not sure why comments cannot fit into a 2-month period so that the Task Force and the Committee can have sufficient time to reflect, discuss and make suggestions. This document is rushed, not well organized and without out several more comments, because of the limited comment period. The Committee is burdening the MPO with these details to impress upon the MPO the need for more time for public input. There are members of the public that would like to participate but cannot because they do not know the process is underway and do not have time to obtain the document, read it and react thoughtfully. We recognize that these comments on public participation are more appropriately placed in the comments due March 11th on The Public Participation Process Draft. However, the same criticism applies. If we are going to occupy the Transportation Task Force Meeting on 2/27 with The Update to the Transportation Plan, then when do we react to the Public Participation document prior to March 11th? Also, bear in mind that the entire Committee should have an opportunity to read and edit the Task Force's comments. Is a more expanded schedule possible?

Summary

MetroWest Growth Management Committee appreciates the increased recognition of suburban transportation issues reflected in the 2000 Plan Update. However, more resources, effort and time must be dedicated to solving suburban transportation limitations by providing more options for suburban "transit." These options include:

- Greater participation in TDM and TMA techniques by forming partnerships among state and local governments and the private sector,
- More bicycle and pedestrian options,
- More "flexible route" transit,
- More "shuttles" from intermodal connections to centers of employment,
- More park-and-Ride lots,
- More marketing and advertising of available options,
- Greater attention to suburb-to-suburb, reverse commute and north-south connections in the entire MAGIC/TRIC/MWGMC sub regions,
- Greater emphasis and planning for alternative, flexible transportation options for the I-495 communities.

These specific techniques coupled with a rethinking of a definition of "suburban transit subsidy", land use and planning statutes reform, and a revisioning of "Boston-as-Hub" concept requires ongoing, open and frequent discussions. We on the Committee are looking forward to those discussions with the MPO.

Sincerely,

John Stasik

John Stasik, Chairman
MetroWest Transportation Task Force

On the Move: Greater Boston
Response to Written Comments

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Kevin J. Sullivan
MPO Chairman

March 26, 2002

On the Move: Greater Boston
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2343 Washington Street, 2nd Floor
Boston, MA 02119

ATTN: John Rumpler

Dear Mr. Rumpler:

Thank you for your letter concerning the 2000-2025 Regional Transportation Plan Update. The Boston Region MPO appreciates the time and effort you have taken to assist in the development of the Plan Update.

Before addressing the individual issues raised in your comment, the MPO would like to stress the continuing nature of our commitment to ensuring environmental justice. We think that we have made significant strides in addressing issues important to minority and low-income communities and will continue to promote these issues. The MPO sincerely hopes that your organization and other neighborhood advocacy groups will continue to work with us in these important endeavors.

The themes addressed in your comment are extremely important to the MPO and deserve a reasoned analysis and response. This response is, therefore, organized in the same fashion as your comment letter.

I. "Environmental Justice Requirements and the Federal Certification Order"

Your main point that, by failing to adopt environmental justice (EJ) corrective actions, the MPO has failed to comply with the requirements of the federal Certification Order is not justified either by the law or the facts.

A cooperative transportation-planning effort of the:
Executive Office of Transportation and Construction
City of Boston
City of Everett
City of Newton
City of Peabody
Federal Highway Administration (ex officio)
Federal Transit Administration (ex officio)
Joint Regional Transportation Committee (ex officio)
Massachusetts Bay Transportation Authority
Massachusetts Bay Transportation Authority Advisory Board
Massachusetts Highway Department
Massachusetts Port Authority
Massachusetts Turnpike Authority
Metropolitan Area Planning Council
Town of Bedford
Town of Framingham
Town of Hopkinton

As to the law, the Certification Order does not require that any specific project(s) be endorsed by the MPO. Rather, as stated in your letter, the Order requires that the MPO "incorporate" its environmental justice findings into the Plan Update. The clear meaning of this requirement is that the Plan Update must clearly document the MPO's environmental justice findings. This requirement has been met by the Plan Update, which includes one of the most detailed environmental justice analyses of the regional public transportation system ever undertaken. The Certification Order does not require the MPO to address any perceived inequities in the Plan Update. Regional transportation planning is an ongoing multifaceted process; it is not unusual for issues that have been identified to be addressed over a reasonable length of time, either through incorporation in the Transportation Improvement Program (TIP) or inclusion in future iterations of the Regional Transportation Plan.

As to the facts, your letter focuses on two projects to the virtual exclusion of all others. Clearly, the MPO's support of projects like the Fairmount Line improvements, the Medford Hillside Green Line extension, and the Arborway Green Line service represent an attempt to provide solutions to identified EJ problems. Also, as you may be aware, the MPO has, through its TIP, participated in the funding of other projects with benefits to the environmental justice community, including the Blue Line Modernization Program, the purchase of new Green Line cars, the improvements to the Orange Line signal system, the procurement of automated fare equipment, and the replacement of diesel buses with CNG buses, among others.

II. "The Draft RTP is the Result of a Flawed Public Process"

A. "Process"

Your letter states three main complaints regarding the Environmental Justice Ad Hoc Committee: the meetings were held downtown and almost always during the day; the voice of the minority community was diluted by the regular participation of MPO members; and the committee was "merely" advisory.

Your focus on the location and time of the Ad Hoc Committee meetings fails to account for two salient points—the timing of the meetings was decided by the committee with full participation of all members and the work of the committee is only a part, albeit an important one, of the MPO's outreach to minority and low-income communities. The MPO's outreach on the Plan Update has included numerous evening meetings including public forums in Roxbury, Somerville, Lynn, Salem, Everett, and Framingham. Each of these communities has a significant low-income or minority population. Also, it must be noted that MPO staff made attempts to directly reach out to advocacy groups for low-income and minority communities. In fact, they requested the opportunity early and throughout the planning process to attend meetings of your organization (Alternatives for Community and Environment) and were rebuffed on every occasion.

Your complaint about MPO member's participation at Ad Hoc Committee meetings is confusing, since part of the goal of the creation of the Ad Hoc Committee was to provide a chance for face-to-face dialogue between MPO policy-makers and representatives of low-income and minority communities. In fact, you and the Executive Director of ACE personally made the case to MPO staff that the Ad Hoc Committee could only meet the needs of the community by providing for MPO member participation.

Your point on the advisory nature of the Ad Hoc Committee constitutes a policy disagreement concerning the nature of the MPO. We understand from previous discussions and the recently released *Platform for Just Transportation and Livable Communities* that you believe there should be voting representation of community residents on the MPO. Although the MPO has never taken a formal position on this issue, the sense of the members is that the idea is not warranted for the following reasons: the MPO represents 101 cities and towns and it is unclear which "community residents" deserve a dedicated place at the table; expanding MPO membership beyond governmental agencies might justifiably require consideration of providing voting representation to other groups beside community residents, such as freight interests, members of the disability community, environmental organizations, and others; the MPO believes that advisory committees can play an integral role in the decision-making process; and

finally, and perhaps most importantly, the current MPO members take seriously their obligation to represent the entire region, including all community residents. Moreover, the ultimate responsibility for the expenditure of public funds should rest with accountable public representatives.

B. "Decisions"

Your comments focus on three issues—the failure of the MPO to adequately measure environmental justice issues relating to highways, the need to better measure patterns of investment, and the portrayal of the priorities of the Ad Hoc Committee.

The Ad Hoc Committee focused primarily on the transit system, due to its relative importance to low-income and minority populations. The Committee spent approximately 18 months on public transportation issues and did not intensively address highway issues. The MPO agrees with your conclusion that much work still needs to be done on environmental justice measures for the highway system. We do not, however, agree with the assumption contained in your letter that highway spending, by definition, primarily benefits "suburban commuters, who are typically white and not low income." That statement ignores the realities of life outside the urban core, where most low-income and minority residents travel by car; fails to account for the fact that buses, trolleys and emergency vehicles all travel on the roadway right-of-way; and does not take into account the impact of freight movement, the vast majority of which occurs on the highway system.

Similarly, with regard to investments in the system, the MPO hopes to further refine its measures and provide more detail and information in future iterations of the Regional Transportation Plan. However, it should be noted that the MPO is not convinced by the implications in your letter that spending on commuter rail benefits only "predominantly white, non-low income suburbs." We believe that the current system provides benefits for the entire region, through increased mobility options, a reduction in highway congestion, and a significant reduction in air pollution. We also strongly support expanding the system where possible to provide more direct benefits to low-income and minority communities, as

evidenced by the inclusion in the Plan Update of improvements to the Fairmount Line and the extension of commuter rail service to New Bedford and Fall River.

Finally, we agree with your critique of the portrayal of the recommendations of the Ad Hoc Committee in the Plan Update. The pertinent section has been rewritten to more clearly stress the priority the Committee placed upon the Washington Street light rail project and the acquisition of 100 new buses.

On a factual note, the MPO needs to correct a rather glaring error in your comment letter. On page 4 of your comment you make the claim that the MPO ignored the strong advice of community and environmental advocates by not including a measure of mobility in our environmental justice analysis. A measure of transit mobility was developed by the Ad Hoc Committee with your full participation and has been adopted by the MPO. It is included in the formal submission letter to the USDOT (dated June 15, 2001), is explained in the Plan Update (see page 2-4), and is documented in detail by the Plan Update (see Appendix A).

III. "The Draft RTP Fails to Determine Existing Transportation Inequalities"

A. "Despite the MPO's Failure to Adequately 'Apply [EJ] Measurement Criteria,' There is Clear Evidence of 'Transportation Inequalities (Highway and Transit)' in the Region"

Your comment makes several complaints regarding the data analysis performed for the Plan Update and argues that the measures and data fail to analyze some important issues. It seems that much of your discussion concerning the actual analysis of data gathered for the Plan Update, as well as the selection of measures for use in the Plan, hinges on the outcome of the analysis. The measure that seems to show an inequality (i.e., load factors) is cited favorably in your comment, while those that do not support your arguments are dismissed as fatally flawed. Yet, as you know, all of these measurements were developed with the input of the Environmental Justice Ad Hoc Committee and have been approved by USDOT for use in the Plan Update.

As to load factors, you argue that the MPO's data shows that minority and low-income bus routes are more crowded, then proceed to question the data gathering and analysis performed for this measure. Your complaints about data gathering methods focus on two issues—the use of peak half-hour periods and the existence of contradictory anecdotal evidence. The use of peak half-hour periods is an industry standard and recommended by the Federal Transit Administration for this type of analysis (Title VI guidelines). The use of peak half-hour periods by route should limit the skewing of the relevant data. For example, if a route has a peak period during the evening or after school, that is the period of analysis used for that route. On your other point, the existence of contradictory anecdotal evidence does not disprove the validity of a measure. First, anecdotal evidence is based upon perception, which does not always comport with the facts. Second, the fact that a particular bus route on a particular day is grossly overcrowded does not necessarily provide proof of overcrowding in general—it may well be that service issues or other factors relative to that particular date and time contributed to the overcrowding.

You also make the argument that analyzing the entire bus system masks the impact of overcrowding on minority routes. You point to two statistics to support your contention: (1) the fraction of minority routes with a load factor of more than 100 is 22% higher than the fraction of non-minority routes so loaded and (2) the number of minority routes with a load factor of more than 140 is double that of non-minority routes so loaded. As to the first point, you fail to note that the fraction of minority routes overall is 25% higher than non-minority routes. Your second point carries with it an implication that, in addition to these significantly crowded minority routes, many other minority routes must be performing at a less crowded capacity than non-minority routes, since the difference in overall system performance between the two is statistically insignificant. Therefore, your observations, while well taken, do not necessarily suggest a systemwide pattern of inequitable service based on race, but perhaps a need to reallocate existing service or possibly provide additional service to the most crowded routes, regardless of the racial or economic makeup of the users.

Your letter next discusses schedule adherence and criticizes the MPO for not performing a comparison between commuter rail, rapid transit service and bus

service. The MPO staff is in the process of collecting and summarizing data on schedule adherence for rapid transit and commuter rail lines and will publish that data when available. However, the MPO is not yet convinced that performing a comparison of schedule adherence between the various modes is a useful effort because schedule adherence may tell only part of the story. An equally important consideration for this type of comparison might be scheduled frequency. The question is how to make a fair comparison between, for example, commuter rail service that has a good record of schedule adherence but only operates at a headway of 1/2 hour or greater during the peak with a bus route that has a less good record of schedule adherence but a much greater frequency.

As for transit amenities, your letter makes two points--shelters are "disproportionately located" on non-minority and non-low-income routes and the MPO ignored "readily available" data from the MBTA on the functioning of air conditioning on buses. Both of these points are incorrect. As noted in Appendix A, the location of shelters is proportional to the number of minority and low-income bus routes. The data on the maintenance of air conditioning is not readily available by route. It is gathered by garage and has little to no correspondence to route-specific data.

Your comment also notes that some low-income and minority communities have less mobility than other communities in the MPO region. You illustrate this point by comparing two communities, Grove Hall, a minority community, and Coolidge Corner, a non-minority community. This selective comparison of neighborhoods is too focused on the particular neighborhoods chosen for analysis and not valid for a systemwide analysis of mobility. The decision to compare a minority neighborhood with no transit access to a non-minority neighborhood with transit access unfairly skews the results. The issue isn't that one community is minority while the other is non-minority; the salient point is that one has transit access while the other doesn't. A similar comparison could be made between Winter Hill, a non-minority community with no transit access, and Bromley-Heath, a minority community with direct transit access. The possibility to skew results based upon the selection of origin and destination points is precisely the reason that the Ad Hoc Committee was actively consulted for input into the process. As you know, the mobility analysis clearly benefited from Committee input,

particularly with the selection of destination points, and was fully endorsed by the Committee.

Finally, you make the argument that the MPO is statutorily or constitutionally required to provide better transit service to transit-dependent populations and that the failure to do so is prima facie evidence of discrimination and a violation of Title VI of the Civil Rights Act. The MPO does not agree with your interpretation and believes that your conclusion is flawed. The Americans with Disabilities Act imposes requirements upon various entities to provide affirmative benefits to persons with disabilities. In effect, it statutorily requires the equalization of benefits between dissimilar classes of individuals. There is no similar statutory provision pertaining to zero-vehicle households and vehicle owners, although certainly the MPO can and does consider transit-dependency when making its funding decisions.

B. "Clear Evidence of (at least) Two Transportation Injustices"

You state that low-income and minority communities are disproportionately served by transit vehicles that are "low mobility, overcrowded, late and lacking basic amenities" and that Dudley Square is the only major commercial center of Boston not served by light rail or subway. As noted previously in this response, the data from agreed upon performance measures do not support your first point. Your second point is also incorrect; for example, the commercial centers of South Boston and Brighton are not directly accessible by subway or light rail service.

The MPO is concerned that the Ad Hoc Committee did not provide a regionwide assessment of environmental justice. The focus of your letter and much of the deliberations of the Ad Hoc Committee mainly addressed perceived needs within the urban core of Boston, with a primary focus on the Dudley neighborhood. While those needs are certainly important, the MPO, which is required to take a regional approach, would be remiss if we failed to point out that the two projects recommended by the Ad Hoc Committee would do little to address the environmental justice needs of communities outside the City of Boston.

IV. "The Draft RTP Fails to Remedy Inequalities"

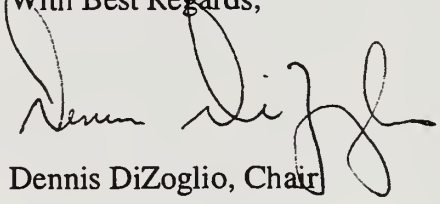
This section of your comment letter focuses on the proposed Washington Street light rail project and critiques selected text from the Plan Update. The MPO has consistently supported the Silver Line as one method to provide improved mobility for the residents and businesses on Washington Street. As you know, this project has been through its own extensive public involvement process, which is documented in the attached chronology. The MBTA continues to believe in the benefits of the project and the MPO has agreed to continue the implementation of this project, on which construction has already begun. Moreover, at the urging of the City of Boston, the light rail alternative was made an illustrative project in the Plan Update. Further, in response to concerns expressed at the February 14th Environmental Justice Ad Hoc Committee meeting, the Plan Update has been rewritten to more appropriately focus on the importance of this project to the Committee and to commit the MPO to monitoring the implementation and operation of the Silver Line, so that the needs of the Dudley community can be readdressed in the near term if needed. As part of this commitment, the MPO has specifically agreed to consider funding light rail on Washington Street, if appropriate, with funds that may become available in the near term (i.e., those currently committed to the Red/Blue Connector).

We also want to take this opportunity to note that the Draft Plan Update that was the subject of your comment letter was very much a work in progress. The MPO had many working sessions on the draft where it continued to attempt to better address the issues raised by the Environmental Justice Ad Hoc Committee and others. As a result of those ongoing discussions, the MPO was able to identify sufficient funding to provide for 100 additional alternative fuel buses to address some of the overcrowding and air quality issues discovered through the environmental justice process. This project and others included in the final Plan Update, such as the improvements to the Fairmount Branch, hopefully show the MPO's continuing commitment to addressing the concerns of low-income and minority communities.

On a more personal note, the MPO observes with some regret that you accuse us of engaging in "racism, pure and simple." We assume that any denial of the

charge and a defense of the MPO member's individual and collective motives would only be seen as self-serving, so we won't bother. We would, however, like to note that the MPO is disappointed that our working relationship has devolved to name-calling. Nevertheless, we sincerely hope that we can count on your continued participation as we move forward with our ongoing work on the issue of environmental justice.

With Best Regards,



Dennis DiZoglio, Chair
Planning and Programming Committee

cc:

Governor Jane Swift

Secretary James Scanlan

Leonard Alkins

FTA Region One

Richard Doyle
Mary Beth Mello
Peter Butler
Andrew Motter

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City of Boston

Mayor Thomas Menino
Council President Michael Flaherty
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Vineet Gupta

United States Congress

Senator Ted Kennedy
Senator John Kerry

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Massachusetts General Court

Representative Thomas Finneran
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Senator Robert Havern
Senator Brian Joyce
Senator Steven Tolman
Senator Robert Travaglini
Senator Marian Walsh
Senator Dianne Wilkerson

February 28, 2002

Via Email and First Class Mail[1]

Anne McGahan
Central Transportation Planning Staff
10 Park Plaza, Suite 2150
Boston, MA. 02116

RE: Draft Regional Transportation Plan

Dear Ms. McGahan:

On behalf of **On the Move: Greater Boston Transportation Justice Coalition**,[2] ACE submits this comment on the draft Regional Transportation Plan ("DRTP"). As explained more fully below, the draft RTP does not meet the Environmental Justice requirements set forth in the FTA/FHWA Transportation Planning Certification Review (March 15, 2001) ("Certification Order"). Specifically, the draft RTP neither "determines the existence of inequalities," nor remedies such inequalities by selecting transportation projects to address them. Id. at 6. In fact, the MPO's newly formed Transportation Planning and Programming Committee ("TPPC") did not even consider the two projects recommended by its own Environmental Justice Ad Hoc Committee – light rail on Washington Street and 100 additional clean-fueled buses to improve service in low income neighborhoods and communities of color.

In addition, the Certification Order also required the MPO to improve its public participation methods. The process and result of the draft RTP demonstrate further failure in this regard – especially as relates to low income residents and residents of communities of color.

In sum, despite the Certification Order and a whole new Memorandum of Understanding ("MOU"), the Boston MPO looks very much the same to communities of color and low income neighborhoods as it ever did: they are still not at the table and when push comes to shove, their priorities are ignored. Unless the MPO reverses this pattern, many community organizations will no longer look to the RTP as a legitimate planning document for the region. For that reason, On the Move has developed a Platform for Just Transportation and Livable Communities. (Attached as Exhibit A.)

This comment is organized in five parts: 1) Review of Environmental Justice Requirements in the Certification Order; 2) Flawed Public Process that resulted in the

[1] Exhibits B and C are not available electronically; they are submitted separately via facsimile.

[2] On the Move was recently formed by community and environmental organizations to combat systemic injustices in the regional transportation system. Founding members include the T Riders' Union, MASSPIRG, ACE, Federation for Public Transportation, and others.

draft RTP; 3) Determination of Inequalities in Transportation; 4) Failure to Remedy Inequalities in the draft RTP; and 5) Recommended Actions.

I. ENVIRONMENTAL JUSTICE REQUIREMENTS IN THE FEDERAL CERTIFICATION ORDER

The federal Certification Order conditioned re-certification of the Boston MPO on completion of several corrective actions pertaining to environmental justice. By June 15, 2001, the MPO was to complete the following activities:

> Definition and Measurements
> - Establish a definition of Environmental Justice
> - Develop measures to test the achievement of Environmental Justice
> - Assess both highway and transit investments; and
> - Undertake outreach activities to low income and minority communities and solicit input.

Certification Order at 5. FTA and FHWA also ordered the MPO to modify its RTP to ensure that it satisfies the requirements of environmental justice.

> Updated Regional Transportation Plan (RTP)
> - Apply measurement criteria to determine the existence of transportation inequalities (highway and transit);
> - Incorporate Environmental Justice findings into an updated RTP and subsequent TIPs
> - Disseminate updated RTP to low-income and minority communities and solicit input.

Id. at 6. Presumably, FTA and FHWA included the second of these requirements to provide a real measure of protection for low income neighborhoods and communities of color within the region. Thus, "incorporat[ing] Environmental Justice findings" means more than restating any inequalities determined to exist in the first step; rather, the MPO must include projects in the final RTP that would remedy such disparities.[3]

MPO certification is a prerequisite to receipt of federal funds for transportation projects. Accordingly, the Boston MPO's failure to comply with conditions in its certification order

[3] This requirement is firmly grounded in the FTA/FHWA "Legal/Regulatory Basis" for these certification conditions. See Id. and U.S. DOT regulations, "Nondiscrimination in Federally-Assisted Programs of the Department of Transportation--Effectuation of Title VI of the Civil Rights Act," 49 C.F.R. Part 21, implementing Title VI of the Civil Rights Act of 1964, as amended, 42 U.S.C. § 2000d *et seq* (prohibiting federal aid recipients – such as the Boston MPO - from implementing programs in a manner that results in adverse disparate impacts, or deprivation of equal benefits, for minority populations.) See also, DOT Order to Address Environmental Justice in Minority Populations and Low-Income Populations (1997).

– in this case, the EJ corrective actions – could jeopardize federal transportation funding for the entire region.

II. THE DRAFT RTP IS THE RESULT OF A FLAWED PUBLIC PROCESS.

This section chronicles the inadequacy of MPO efforts to comply with the environmental justice requirements of the Certification Order to date.

A. PROCESS.

The MPO relied on its EJ Ad Hoc Advisory Committee as its primary locus for discussions concerning the environmental justice requirements of the Certification Order – including definition, measures, and recommendations on RTP policies and projects. Meetings were always held downtown at the Transportation building, and almost always during the day. Thus, while the committee met with some regularity for more than a year, participation by ordinary residents from low income neighborhoods or communities of color was virtually non-existent. Instead, one or two paid staff from community organizations agreed to participate as a very pale substitute for real public participation.

The ability of the Committee to reflect concerns of communities of color and low income neighborhoods was further diluted by the remainder of its regular participants – mainly representatives of MPO members with very different priorities and perspectives than these communities – e.g., MBTA. Meetings were always facilitated by either CTPS staff or EOTC's representative.

Finally, as its name implies, the EJ committee was merely advisory. The MPO' Subsignatory Committee (now the RTTP) would consider its advice, or ignore it, with no accountability to communities of color or low income residents.

B. DECISIONS

In light of the above-described process, it is not surprising that MPO decisions regarding the environmental justice requirements regularly excluded key concerns presented by advocates for communities of color and low income neighborhoods.

1) EJ Definition: The final definition adopted by the MPO excludes two crucial concerns of EJ communities. First, it explicitly omitted any reference to "historical" injustices in transportation decisions. Even before the final Certification Order, ACE and other community organizations indicated to the MPO that fulfillment of historic promises of transit service was the starting point for environmental justice. See Letter of Penn Loh to Luisa Paiewonsky (Attached as Exhibit B) FTA also recognizes that a central purpose of environmental justice is "[t]o prevent the denial of, reduction in, *or significant delay in the receipt of* benefits by minority and low-income populations." An Overview of Transportation and Environmental Justice, (USDOT May 2000) (emphasis added). In our view, it is impossible to evaluate "significant delays in receipt of benefits" without examining the historical record of transportation decisions. This concern was reiterated at EJ

ad hoc committee meetings, but MBTA representatives strenuously objected and the SSC removed "historical" impacts from the definition.

Second, the EJ definition does not provide any accountability to low income neighborhoods or communities of color. Rather, the definition merely provides that these constituencies may "advise" the MPO. Anyone can advise the MPO; the true test of meaningful participation is whether MPO decisions reflect the EJ priorities and solutions set by these communities.

2) EJ Measures: While the MPO's transit service measures represent a good start, they leave out two important concerns mandated by the Certification Order: 1) highway; and 2) investments.

These omissions take on further significance in light of two key inequalities recognized by ACE and other community organizations. First, transportation officials have allocated an overwhelming amount of resources to the Central Artery – a project that will mainly and most directly benefit suburban commuters, who are typically white and not low income. As a result of this allocation, there is less money available for transit projects. Note that the MPO refused to flex any highway funds to transit in the draft RTP; at the TPPC meeting of December 20, 2001, the Mass. Highway representative specifically advocated against flexing to transit because allocations to the Central Artery had delayed important road and bridge projects. (Again the make up and facilitation of the EJ ad hoc committee proved decisive in deflecting this concern: Luisa Paiewonsky flatly rejected the notion that highway projects disproportionately benefit white affluent commuters, and so, this community concern never adopted by the MPO's EJ committee)

Second, these omissions have allowed the MPO to ignore disproportionate transit spending on commuter rail for predominantly white, non-low income suburbs. See e.g., MBTA Capital Investment Program 2000-2006 (allocating four times as many dollars to commuter rail as buses, while bus ridership is four times that of commuter rail.)

By refusing to acknowledge these inequalities, the MPO has failed "[a]ssess both highway and transit investments" as directed in the Certification Order.

Finally, even within transit service measures, the draft RTP exhibits some degree of ambivalence about the issue of mobility. Community and environmental advocates stressed the importance of including mobility among the transit measures, but the official MPO measures list does not include it.

3) Applying EJ Measurement Criteria to Determine Inequalities: While the MPO's staff worked diligently to gather data related to the EJ measures, there was no determination of whether the data showed inequalities or not. Moreover, in some cases, the data was never collected. For example, the only data on transit amenities in the RTP relates to bus shelters.

In all cases, committee participants were told that the data collected was preliminary, and that the committee needed to move on to the important work of discussing projects for the RTP.

4) Selection of Projects for the draft RTP.

Committee participants from community organizations were very clear in recommending two priority projects for the draft RTP: 1) LRV on Washington Street; and 2) 100 additional clean-fueled buses to improve service in low income neighborhoods and communities of color. However, the CTPS memo summarizing the committee's recommendations makes no distinction between these priorities and three other projects: Arborway restoration, Fairmount Line improvements, and Medford Hillside Green Line extension. See Draft RTP, Appendix A, Memorandum of Anne McGahan and David Mohler to SubSignatory Committee (October 31, 2001) For a variety of reasons, these projects were clearly going to be included in the RTP, regardless of environmental justice considerations. Arborway restoration is an EOTC legal commitment to mitigate the Central Artery. Fairmount Line improvements is a top priority of the MBTA advisory board. Thus, while committee participants supported plans to include these projects, they focused their demands around Washington Street and clean buses as the most direct remedies for the most notorious inequalities in the transportation system.

The memo is accurate in another important respect: it documents the fact that the EJ committee was given a set of fiscal parameters for the RTP, and that participants developed recommendations on funds to pay for their priority projects.

On December 20, 2001, the newly formed RTTP met to decide what projects to include in the draft RTP. Never once did MPO members discuss the recommendations of the EJ ad hoc committee. (One MPO member briefly stated that EJ concerns were being ignored, and he too was ignored. Members of the public were allowed to give brief speeches before the formal meeting began, but were not allowed to participate in the meeting's discussion, such that it was, around transit projects.) Instead, the new RTTP chair introduced a new list of transit projects with a significantly tighter fiscal constraint than the EJ committee had been told to work within. While the Boston representative gingerly requested to including LRV for Washington Street within the description of another project (Silver Line, Phase III), this was quickly rebuffed by the chair. The RTTP also refused to flex highway funds to transit, or even pay for commuter parking with highway funds.

5) Description of Project Selection in the draft RTP

Text of the draft RTP gives the impression that the MPO considered the recommendations of the EJ committee, and included some of its projects. Draft RTP at 4-2. As indicated above, this description does not match up with the actual decision and deliberations of the MPO. After a year and a half of participating in MPO meetings on environmental justice, ACE is confident of one fact: community participation on EJ,

limited as it was, had absolutely zero impact on the MPO's selection of projects for the draft RTP.

III. THE DRAFT RTP FAILS TO DETERMINE EXISTING TRANSPORTATION INEQUALITIES.

The Draft RTP Fails to "determine the existence of transportation inequalities (highway and transit)" Certification Order at 6. While the draft RTP contains substantial transit data (see Appendix A), nowhere does it draw any conclusions from that data about the existence of overall inequalities or inequalities suffered by particular low income neighborhoods or communities of color. The MPO's failure to make definitive determinations in this regard is inconsistent with the Certification Order.

While the data in the draft RTP shows some evidence of inequality, the true magnitude of the problem only becomes clear when they are corrected for errors and omissions. Then, the evidence tends to show a general pattern of transportation discrimination in the Boston MPO region. In addition, there is direct evidence of two specific injustices: 1) the inferiority of transit service for many minority and low income communities; and 2) the particularly substandard service through the regional center of the African American community when compared to service provided to similarly dense urban centers.

A. Despite the MPO's Failure to Adequately "Apply [EJ] Measurement Criteria," There Is Clear Evidence of "Transportation Inequalities (Highway And Transit)" in the Region.

A careful analysis of EJ measurements reveals at least five types of general transportation inequality with respect to race and income. First, the data contained in the draft RTP, Appendix A, provides direct evidence of disproportionate overcrowding on transit vehicles serving low income neighborhoods and communities of color. Second, inequalities in schedule adherence become clearer once the data is compared across transit modes. Third, the data provided on transit amenities is plainly incomplete, and further data would show more inequities. Fourth, the MPO's mobility analysis shows some significant inequality but less than the everyday experience of transit riders would indicate. Fifth, the draft RTP fails to analyze several EJ topics mandated by FTA – each of which indicate further injustice. Sixth, the larger picture of transit injustice becomes much clearer in light of the fundamental difference between transit dependent and auto-centered communities. And last but not least, the DRTP fails to analyze the cumulative impacts of transit inequalities

1. Riders of Color and Low Income Riders Experience Significantly More Overcrowding than Other Riders.

The overcrowding data provided in the draft RTP plainly shows disparities along the lines of race and class. See DRTP, Appendix A at 8-10 (Table 2). Within the bus/trackless trolley mode, minority and low income routes have higher average vehicle loads. Id. Moreover, this disparity becomes greater with the most overcrowded routes.

For weekdays, when all routes with load factors greater than 100 are averaged, the fraction of minority routes so loaded is 22 percent higher than the fraction of non-minority routes. Id. However, the fraction of minority routes with load factors greater than 140 is *more than double* the fraction of non-minority groups so loaded. Id. This pattern of inequality – the more crowded, the more unequal – repeats itself on Saturdays and Sundays. Id. It also holds true for overcrowding on low-income versus non-low income routes.

Several considerations magnify these patterns of overcrowding injustice. First of all, the percentage of overcrowded minority bus routes is amplified by the fact that they also tend to be the routes with the most riders. The ten highest volume bus routes – accounting for approximately 30 percent of all daily boardings – are all minority (and mostly low income) routes. See Exhibit C. Every single one of these high volume minority bus routes has a weekday peak load factor greater than 100, with most greater than 115. See DRTP, Appendix A at 22-26 (Table 2A). This concentration of riders of color in a smaller percentage of bus routes extends throughout the system. The top fifty bus routes in the system account for more than 78 percent of total daily riders (206, 667 out of 262, 518). See Exhibit C. Nearly three-quarters (37) of these 50 routes are minority routes. Compare Exhibit C and DRTP, Appendix A at 22-26 (Table 2A). By necessity then, non-minority routes tend to be lower volume routes. In light of these circumstances, the percentage of riders of color affected by overcrowding is far greater than the percentage of minority routes so affected. And, by implication, the percentage of non-minority riders affected by overcrowding is far less than the percentage of non-minority routes so affected.

Second, the MPO data also understates the overcrowding on minority routes ("color lines"?) because it only samples the peak half hours on weekdays, Saturdays, and Sundays. Such peak sampling does not indicate how many riders throughout the day experience overcrowding. For reasons explained more fully below, non-minority and non-low income persons tend to use transit primarily for commuting, and so, their numbers are concentrated at peak times. Conversely, riders of color and low income riders use tend to use transit for a much wider range of trips, and so, their numbers are likely to remain high during non-peak hours. Accordingly, typical riders of color are likely to experience overcrowded buses several times every day.

Third, anecdotal evidence suggests that the MPO's load factor calculations are substantially lower than current overcrowding on at least some bus routes serving low income communities of color. For example, Appendix A Table 2A lists the load factor for the Number 23 bus as 118.75 percent; however, as former Transportation Secretary Kevin Sullivan can now attest, the Number 23 experiences a load factor greater than 200 percent - with more riders standing than seats on the bus. Similarly, while the DRTP states the Number 28 bus has a load factor of 117.5 percent, this writer can personally attest to daily volumes that far exceed that level of overcrowding.

Fourth, the racial disparities in overcrowding are even more pronounced when service is compared between modes. While the vast majority of bus riders of color and/or low

income experience regular overcrowding, all but three commuter rail routes experiences no weekday overcrowding whatsover. See DRTP, Appendix A at 26 (Table 2A) (no Saturday or Sunday crowding data provided). Moreover, while the MPO designates four commuter rail routes as "minority," ACE challenges this designation as substantially unrelated to their ridership. As such, the current regional transportation system provides a seat to most commuter rail riders, who are primarily white and non-low income - while most bus riders - disproportionately persons of color or low income individuals – experience overcrowding on a regular basis.

Some MPO members have suggested that MBTA must keep prevent overcrowding on commuter rail so that erstwhile drivers will not be deterred from riding. Notwithstanding the somewhat circular reasoning of this claim, and the laudable goal of reducing regional VMTs, this concern does not trump civil rights protections under law. If the MPO wishes to afford a seat to predominantly white, non low-income riders, then it must provide the same service to riders of color and low income.

2. Lack of Intermodal Comparisons Masks Fundamental Inequalities in Schedule Adherence.

Despite ACE's repeated requests for intermodal comparisons, the draft RTP contains no schedule adherence data for subway or commuter rail service. See DRTP, Appendix A at 37-55 (Table 4A). Instead, the MPO simply documents the fact that schedule adherence is quite poor for all bus routes – e.g., approximately 61 percent of weekday trips on time - regardless of race or income. However, as documented above, bus riders are overwhelmingly people of color and/or low income individuals. Accordingly, communities of color and low income neighborhoods suffer a vastly disproportionate amount of this late service..

In contrast, on information and belief subway and commuter rail lines adhere to their schedules as much as 90 percent of the time As indicated above, commuter rail ridership is predominantly white and not low-income. And while *some portions* of *some* communities of color and low income neighborhoods have direct subway access, most of these communities suffer inferior service. Specifically, the densest, most populous corridor of low income and minority populations – Roxbury and portions of Dorchester and Mattapan – are exclusively served by bus. Thus, the more reliable level of service provided by subway is disproportionately enjoyed by white and non-low income riders.

MPO members have responded to this critique by claiming that comparing bus versus subway.rail schedule adherence is like comparing apples and oranges. In particular, defensive MBTA planners have asked how ACE expects buses to achieve similar schedule adherence when they must compete with mixed traffic? The short answer is, they can't. But the more relevant answer is that transportation officials decided that certain communities would receive oranges and other communities would only get (rotten) apples. That is why the intermodal comparison is critical to environmental justice – not because buses can perform like rail but precisely because they cannot do so.

3. Further Data on Transit Amenities Would Show Even Deeper Inequalities.

As it is, the limited amenities data provided in the DRTP documents a wide disparity along race and income lines. Bus shelters are disproportionately located on non-minority and non-low income bus routes. DRTP, Appendix A at 15 (Table 5). Moreover, as with overcrowding, this disparate treatment is even more stark than the percentages suggest because the overwhelming majority of bus riders are from low income neighborhoods and communities of color. Furthermore, on information and belief, most subway stations and commuter rail stops have shelters; thus, as with schedule adherence, the distribution of amenities becomes even more unjust on an intermodal basis.

Yet even this grim disparity in bus shelters is only part of the amenities picture. Another critical factor is functional air conditioning. While the DRTP indicates that most buses are equipped with air conditioning, the MPO has not documented whether AC is working in these vehicles. Common experience of bus riders suggests that the AC no longer functions significant number of buses. (As repeatedly pointed out by on EJ committee participant, this data is readily available from the MBTA, and yet the MPO omits it from the DRTP.) In contrast, common experience suggests that MBTA maintenance ensures that the AC on subway and commuter rail lines is working regularly.

Furthermore, MBTA has recently begun adding a number of new amenities to commuter rail service – including announcement boards indicating when the next train will arrive. Given the buses' poor schedule adherence, one would think such boards would be more urgently needed at bus stops, but no such plans have been made.

4. Some Low Income Neighborhoods and Communities of Color Have Less Mobility Than Other Communities in the MPO Region.

The intuitive idea behind mobility analysis is that a just transit system would provide communities similarly distanced from a central destination with similar transit travel times to that destination – without regard to race or income. While the MPO erred in not adopting mobility as an official EJ measurement, the DRTP does contain a preliminary attempt at mobility analysis.

However, there are some problems with the results and methodology of this analysis. As of this writing, CTPS staff have acknowledged that mobility averages in the Appendix A of the DRTP are incorrect. Thus, there are no overall, reliable numbers on the relative mobility of selected minority – non-minority and low income – non low-income communities.

Nevertheless, isolated examples illustrate an unsurprising correlation: neighborhoods with direct access to similar transit service have similar travel speeds, and neighborhoods with dissimilar access have significantly different travel speeds. For example, Coolidge Corner is a non-minority, non low-income neighborhood with direct access to the Green Line, and the Bromley-Health housing development is a low

income community of color with direct access to the Orange Line. Since both of these transit lines lead directly to Copley Square, it is no surprise that these communities enjoy similar transit travel speeds – 5.66 and 5.71 miles per hour. DRTP, Appendix A at 65.

However, this result changes when communities with dissimilar access to transit are compared. Grove Hall, for example, has no direct access to subway service; instead this low income community of color receives only bus service. And so, although its distance to Copley Square is remarkably similar to Coolidge Corner's, the two neighborhoods experience divergent travel times. According to CTPS, it takes Grove Hall residents 26.7 percent longer to reach Copley Square than Coolidge Comer residents. Id.

The question then, is whether the MPO has developed a methodology that can accurately derive average mobility factors along the lines of race and income. There are at least two reasons to suggest the answer is no. First, as demonstrated above, the determining factor in similar or dissimilar mobility results is the type of transit service provided to the community of origin. Thus, picking minority and non-minority origin points with atypical transit access will tend to distort the result. In this case, two of the four minority origins selected by CTPS have direct access to the subway system (Mission Hill and Bromley Heath). Given that most communities of color in the region are only served by bus, CTPS' selection of origins results in a non-representative minority mobility score.

Second, CTPS' calculation of travel times relies on Transit Access Zones (TAZs). These TAZs are problematic because they which do not always correlate to community boundaries, and they often link up areas with access to very different qualities of transit service. One result is that the resulting estimates of travel time do not always correlate with common experience. For example, the actual mobility disparity between Coolidge Corner and Grove Hall is probably much greater than indicated by the CTPS model. It seems unlikely that a Coolidge Corner to Copley trip would take over 30 minutes, and Grove Hall residents would be extremely skeptical that the Number 28 bus could connect them to the Orange Line, and thence to Copley, in as little as 38 minutes.

In sum, two conclusions can be drawn from the MPO's preliminary mobility analysis. First, the MPO has not produced a reliable conclusion about average mobility across race or income. And second, the model shows examples of specific minority communities that have less mobility than that generally enjoyed by non-minority, non-low income neighborhoods (like Coolidge Corner).

5. Analysis of Other Federally-Required Factors Show Further Injustices.

The MPO has failed to analyze the following factors relating to environmental justice: 1) highway inequalities; 2) investment disparities; 3) historical delays or denials of service; 4) allocation of transportation burdens (as opposed to benefits) Each of these factors is

required by FTA regulations and/or the Certification Order itself. If examined, each of these factors would tend to demonstrate even further transportation disparities:

a) Highway inequalities: as indicated earlier, the Certification Order explicitly requires the MPO to determine inequalities with respect to highways, as well as transit. It has not done so. As ACE and other community organizations stressed repeatedly, spending on many highway projects disproportionately benefits residents with access to automobiles, who tend to be disproportionately white and higher income. In particular, the Central Artery project will primarily benefit suburban commuters, rather than persons of color or low income.

b) "Assess both highway and transit investments." Certification Order at 5. Regarding highway investment, the decision to allocate vast sums of money for this highway project has meant less money available for transit projects. Perhaps more than any other circumstance, this drain of resources explains why the MPO did not include priority EJ projects in the fiscally constrained draft RTP.

On transit investment, the vast bulk of dollars have been spent on projects that do not benefit low income neighborhoods or communities of color. For example, MBTA's Capital Investment Program 2000-2006 allocates four times as many dollars to commuter rail as buses, even though bus ridership is four times that of commuter rail. Moreover, the most expensive single transit project now underway in the region will provide little benefit to residents of the low income neighborhood in which it will reside. At $600 million and counting, the South Boston Piers Transitway is primarily designed to boost development of the waterfront and bring travelers to the airport. South Boston residents are clearly the last priority of this project.

c) historical delays or denials of service: As indicated earlier, this factor is specifically listed in FTA's EJ principles. The MPO region is littered with transit service promises made to low income neighborhoods and communities of color. In Roxbury, the MBTA promised "equal or better replacement service" when the elevated Orange Line was taken down; it hasn't been provided, nor do community residents believe that the Silver Line fulfills this commitment. At a January 2002 EJ committee meeting, MPO staff reported two other low income communities of color with outstanding transit promises: East Somerville and Lynn. Nowhere is fulfillment of such promises factored into the MPO's environmental justice analysis or selection of RTP projects.

d) transportation burdens: the MPO's EJ definition includes burdens but the RTP includes no data or analysis on their distribution across race and income lines. Three examples of burdens imposed on low income neighborhoods and communities of color will suffice:

- while Dudley Square is the busiest bus depot in the system, it also has diesel pollution that is demonstrably higher in than in other air monitor locations;
- Almost all MBTA bus garages are located in low income neighborhoods or communities of color – e.g., Bartlett, Cabot, Lynn, etc.

- Some roadways running through low income communities of color have been configured to accommodated surburban drivers, at the expense of residents' pedestrian safety – e.g., Blue Hill Avenue, Columbus Avenue, and Melnea Cass Boulevard.

The MPO must address each of these factors.

6. Numerical Measures Fail to Account for Transit Dependency.

In civil rights law, one basic yardstick of non-discrimination is not strict numeric equality but rather treating "similarly situated" persons similarly. [CITE] In disability law, for example, a builder could not claim that a building with two doors and a flight of stairs provides equal access to all individuals; the building would be inaccessible to some persons with disabilities and therefore discriminatory. To make access equal, the builder would have to provide ramps and elevators to accommodate persons with such disabilities. Thus, equal treatment does not always mean giving the same to everyone; it often means providing different populations with different levels of resources to achieve an equal result.

In the transportation context, there is a fundamental distinction between the needs of auto-centered communities and transit dependent communities. By definition, the former has less need for public transportation than the latter. Residents with auto access might never use transit, or only use it for commuting to and from work and occasional recreational excursions to avoid parking fees. Accordingly, such individuals rarely need transit during off-peak hours or on weekends; for them, medical appointments, shopping, child care, and children's soccer games are all accessible by car. And even during peak hours, if the commuter rail is late, or too overcrowded, this person has the option of getting into her car and driving to her destination.

By contrast, consider the typical resident of a transit dependent neighborhood. For this resident, when transit is late, she has no choice but to wait, and she arrives late to work. Moreover, this person not only relies on transit to get to work but also to accomplish almost all other types of trips during non-peak hours and weekends – medical appointments, food shopping, child care, recreation, etc. For many of these types of trips, poor transit service poses a qualitatively much greater problem than simply commuting to work:

Take overcrowding: It is quite harrowing for a parent to safeguard her small child on a bus that is packed with passengers, standing room only. Similarly, this resident finds it quite difficult to manage multiple bags of groceries on the bus when there is no place to put them. Finally, for a rider who is ill and travelling to receive medical care, the discomfort of overcrowding is certainly higher than for others. Such qualitative differences also apply to other measures of transit quality: imagine the parent-with-child, grocery-shopper, or ill rider, waiting for a bus that is running late (with no air conditioning) at a stop with no shelter. Clearly, schedule adherence and lack of amenities have a greater impact on the lives of these riders.

While a resident with auto access could use a car for such trips, the transit dependent resident, by definition has no such option. (And, for low income residents, cab fare is often cost-prohibitive.)

In other words, achieving equivalent access to transportation overall does not mean giving all communities the same level of service. Rather, transit dependent neighborhoods need a much higher level of service to enjoy the same transportation access as other communities. In the Boston MPO area, data clearly show that most communities of color and/or low income neighborhoods are transit dependent, and most other communities are have auto-access. Accordingly, preventing discrimination means providing the highest level of transit service to these transit dependent neighborhoods. Applying this rule to the MPO's transit service measures, environmental justice requires greater scheduled frequency, better schedule adherence, newer vehicles, a greater chance of getting a seat, and better amenities, for transit dependent communities. To provide anything less is like asking a disabled person to use the stairs instead of providing a ramp and elevator.

Thus, the MPO's data showing equally poor transit service in low income and/or minority communities versus other communities does not mean that the MPO has achieved environmental justice, or compliance with Title VI of the Civil Rights Act of 1964. Rather, providing equally poor service to communities with substantially greater transit needs is prima facie evidence of discrimination.

The MPO must revisit each of its transit EJ measures with this consideration in mind.

7. The DRTP Fails To Analyze The Cumulative Impacts Of Transit Inequalities. It is not hard to see how a combination of inadequate transit measures adds up to a substantial injustice for communities of color. The lack of bus shelters is aggravated by continuously late service. Endless waiting for the bus is only compounded by having no place to sit once it arrives. And overcrowding is much less bearable when there is no functional air conditioning. Thus, even if disparities in any given transit measure was minor, the overall effect can be devastating. For this reason, the MPO must analyze cumulative impacts in its environmental justice assessment.

B. Clear Evidence of (at least) Two Transportation Injustices

While the Boston region exhibits several types of transportation injustice, two are particularly well-documented. First, low income neighborhoods and communities of color are disproportionately served by transit vehicles that are low mobility, overcrowded, late, and lacking basic amenities. Second, the only major commercial center in the City of Boston not served by light rail or subway is Dudley Square – the heart of the African-American community in the MPO service area.

IV. THE DRAFT RTP FAILS TO REMEDY INEQUALITIES.

To remedy these two inequalities, the MPO's own EJ committee recommended placing two transit projects into the draft RTP: 1) LRV on Washington Street; and 2) 100 additional clean-fueled buses to improve service in low income neighborhoods and communities of color. In its deliberations, the MPO's RTTP did not even consider – much less adopt – these recommended remedies.

Nevertheless, the draft RTP contains several after-the-fact justifications for failing to include the LRV project. None of these statements is compelling:

> *"The Boston MPO . . . supports the MBTA's contention that BRT systems have the potential to carry passengers as quickly and efficiently as light rail vehicles at lower cost."* DRTP at 4-9.

While BRT might have the "potential" for such service, MBTA's own performance specifications for the Silver Line indicate that it would not carry passengers as quickly as LRV. Even assuming the Silver Line buses adhere to MBTA's ambitious headways, it would still take residents approximately 15 minutes to travel the two miles between Dudley and downtown – much slower than the 8 minute travel time that the old Orange Line provided. Similarly, three factors indicate that the Silver Line would not carry passengers "as efficiently" as LRV:

> 1) LRVs carry more passengers than the 60 foot CNG buses specified in for the Silver Line;
>
> 2) The 60 foot CNG buses have not obtained USDOT design approval, and so, the Silver Line relegates Roxbury residents to standard 40 foot. buses for the foreseeable future; and
>
> 3) The Silver Line BRT does not connect riders to the subway system underground.

This third point is crucial because "efficiency" must be evaluated on an apples-to-apples basis: LRV gives Roxbury residents a qualitatively higher level of service with a direct connection to other subway lines, whereas the Silver Line would not.

For this reason, the "at a lower cost" claim is also without foundation. If MBTA were to connect the Silver Line with the subway system, it would be much more expensive than LRV. That is because, as LRV advocates have pointed out again and again, the existing tunnel portal is wide enough for LRV but would have to be substantially modified to accommodate CNG buses.

In light of this fact, an MPO conclusion that the Silver Line is "at lower cost" is the same as the MPO concluding that it has no obligation to connect Roxbury residents with the subway system – like most other neighborhoods in the City of Boston. In other words,

the MPO finds it acceptable to provide an inferior type of service to the heart of the African American community in Boston. That is racism, pure and simple.

Finally, the MPO has had no public deliberations about the comparative benefits of the Silver Line and LRV, and so, this conclusion is totally unwarranted. In contrast, Roxbury residents have participated in multiple public processes that have explicitly rejected BRT as inadequate and called for LRV – e.g., the Roxbury Master Plan and the Dudley Square Air Quality & Transportation Study. Fundamentally, a core part of environmental justice is self-determination for communities of color; the MPO should respect the considered judgment of the community, not impose its own judgment without basis in fact.

> *"The fact that the current construction of the Silver Line does not prevent the future change of the service to light rail, coupled with current financial constraints, has convinced the MPO that the BRT system should be implemented and evaluated before additional resources are used for light rail."* DRTP at 4-9.

Again, at what point was the MPO "convinced" of this conclusion? Was it at the December 20th meeting of the TPPC? No discussion of this issue was had then. Was it sometime in the fall? Then why was the EJ committee not informed when its recommendation was made? Or, perhaps this conclusion was formed before the EJ ad hoc committee ever met, and the MPO would stick to it no matter what evidence community brought forward. This is the most logical conclusion, and it demonstrates why, despite the good faith efforts of individual staff, the MPO's entire public participation effort is a meaningless fraud.

More importantly, the assertion of "current financial constraints" is a self-fulfilling prophecy. The MBTA's "forward funding" statute specifically allows it to ask the legislature to fund Central Artery mitigation commitments; the Authority has stubbornly refused to make such application, and has thus created its own "current financial constraints." Moreover, the perpetual draining of transportation funds into the Big Dig itself is another cause of these constraints. In other words, "constraints" means prior decisions to prioritize items other than the needs of low income neighborhoods or communities of color.

> *"FTA is encouraging MPOs to consider BRT as less costly alternative."* DPIR at 4-2.

As indicated above, BRT is not a less costly alternative in the case of Washington Street because the existing tunnel portals are configured for LRV, not buses. Similarly, Phase III of the Silver Line is much more expensive than Wsshington Street LRV, and yet it is included in the DRTP. Second, the MPO's application of this rationale to Washington Street is arbitrary and capricious. Other projects – including Green Line to Medford Hillside, Greenbush Line, and New Bedford commuter rail – are all in the DRTP without any proof that BRT would not have provided more cost effective service. In short, this rationale is being selectively applied to Roxbury..

The DRTP also suggests that the MPO is meeting its environmental justice obligations by including three other projects: Arborway restoration, Fairmount Line improvements, and Medford Hillside Green Line extension. While each of these are worthy projects, their inclusion in the RTP does not remedy the two disparities cited above. For example, it is unclear whether Arborway will primarily improve service to a community of color. At present, the Fairmount Line improvements project is too ill-defined to count as relieving significant disparities. In fact, its very name – as opposed to Indigo Line – indicates the MBTA's hesitation in promising any substantial improvements for urban riders through this project. Moreover, none of these three projects addresses the disproportionately inferior service that is current and planned for Dudley Square in Roxbury. Nor do they offer widespread improvement in the level of bus service received by low income neighborhoods and communities of color. Only the two projects prioritized by the EJ committee address these disparities.

More recently, MBTA officials provided two additional rationales for not including Washington Street LRV in the draft RTP at the EJ ad hoc committee meeting on February 14, 2002: 1) the MPO has failed to deliver long-promised transit improvements in other communities of color – e.g., Lynn and Somerville; and 2) FTA has indicated that it would not provide "new start" funding to the project. These contentions are without merit.

The fact that communities such as Lynn and Somerville have not received adequate transit investment is no excuse for a similar failure on Washington Street If anything, these other unmet needs only compound the MPO's overall record of failing to allocate resources to communities of color.

Moreover, whether FTA precluded Washington Street LRV in the distant past is not relevant to the current RTP. While previous FTA reservations were based on a definition of cost effectiveness that centered on cost-per-rider threshold, that criterion was significantly broadened in the agency's Final Rule on Major Capital Investment Projects, effective September 1, 2001. As the Final Rule makes clear, cost effectiveness is no longer limited to "cost per incremental rider." Rather, as FTA explains on its website, this criterion is redefined as "Transportation System User Benefits:"

> In response to substantial comment for a "better" measure of cost effectiveness, the Final Rule introduced a measure of "transportation system user benefits". The new measure is designed to more accurately address the criteria for cost effectiveness by measuring the transportation benefits that accrue to all users of the transportation system resulting from the proposed New Starts project. The transportation system user benefits measure replaces the "incremental cost per incremental passenger" measure, more commonly referred to as the "cost per new rider". The new measure de-emphasizes new riders and reports not only the benefits to people who change modes, but also accounts for benefits within modes (i.e., benefits to existing transit riders and highway users).

This new standard became effective on September 1, 2001 – several months before the MPO selected projects for the draft RTP. In short, MBTA has made no showing that LRV on Washington Street would not meet this new criterion, never mind a showing that FTA has determined as much. Bottom line: the MPO cannot pass the buck back to FTA if it fails to include Washington Street LRV in the final RTP.

V. CONCLUSION AND RECOMMENDATIONS

In summary, there are clear and pervasive racial (and income) disparities in the provision of transportation services in the Boston MPO region. Communities of color and low income neighborhoods are receiving transit service that is disproportionately late, overcrowded, lacking amenities, and providing inferior mobility. Moreover, highway spending, allocation of burdens, and other factors raise additional discriminatory concerns. The MPO has not adequately addressed these disparities in the draft RTP, nor has it included adequate remedies for them. Each of these failures is a direct violations of the March 15, 2001 federal Certification Order.

In light of the disparities documented herein, the MPO should take the following steps to comply with the Certification Order:

1) Make a formal determination of transportation inequalities in the final RTP – addressing all the environmental justice issues raised in this comment;

2) Remedy at least the gravest of these inequalities by following the recommendation of the MPO's own Environmental Justice Ad Hoc Committee – namely, including Washington Street LRV and 100 additional clean-fueled buses on the fiscally constrained list of projects in the final RTP; and

3) Provide communities of color and low-income neighborhoods with meaningful roles in regional transportation decisions. Ideally, the MPO should expand its voting membership to provide these communities with seats at the table. At a minimum, the MPO must give due deference to the EJ priorities and remedies defined by these communities..

Thank you for your careful consideration of this comment.

Respectfully Submitted,

On the Move: Greater Boston Transportation Justice Coalition

By Its Attorney,

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Fax Cover Page

		FAX No.
TO:	Anne McGahan	(617) 973-8855
FROM:	John Rumpler	
DATE:	2/28/02	Number of Pages: 8 (including cover page)

RE: ACE Comments on Draft RTP - Exhibits and Corrections

Attached for your convenience is a copy of Exhibit C for ACE's comment on the draft Regional Transportation Plan. The comment itself, along with Exhibit A, were submitted via email earlier today, but these two documents were not available electronically. Exhibit C is bus ridership data produced by CTPS. (Regarding Exhibit B, Penn Loh's remarks to Luisa Paiewonsky regarding historical transit commitments were in fact made orally at a public hearing on the original 2000 RTP, rather than in writing. Our apologies: there is no Exhibit B.)

In addition, we are submitting the attached email from MBTA spokesperson Joe Pesaturo, which documents the number of buses without functional air conditioning last summer.

You will also receive a hard copy of the comment and all three attachments.

Thank you for your attention to this important matter.

ACE

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most recent manual counts 1998- winter 2000

CTPS/MBTA Ridecheck Program
Bus and Trackless Trolley Ridership -- Typical Boardings (Unlinked Trips)

Route No.	District	Description	Weekday			Saturday			Sunday		
			Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total
39	Arborway	Forest Hills Sta. - Back Bay Sta.	9,170	8,235	17,405	5,592	5,041	10,633	3,488	3,587	7,075
1	Cabot	Harvard - Dudley Sta. via Mass. Ave.	6,340	6,217	12,557	4,439	4,500	8,939	3,189	3,079	6,248
23	Cabot	Ashmont Sta. - Ruggles Sta. via Wash.	5,861	5,840	11,701	3,527	3,376	6,903	1,829	1,891	3,720
28	Arborway	Mattapan Sta. - Ruggles Sta. via Dudley	5,881	5,812	11,693	5,403	5,356	10,759	3,410	3,159	6,569
66	Cabot	Harvard Sq. - Dudley Sta. via Brookline	5,147	5,531	10,678	2,759	3,297	6,056	1,154	1,250	2,404
57	Cabot	Watertown Square - Kenmore Sq.	4,578	4,272	8,850	2,773	2,514	5,287	1,707	1,675	3,382
22	Cabot	Ashmont Sta. - Ruggles Sta. via Jackson	3,935	4,399	8,334	2,635	2,754	5,389	1,787	1,720	3,507
111	Salem Street	Woodlawn - Haymarket Sta.	3,626	4,481	8,107	2,038	2,451	4,489	1,389	1,492	2,881
32	Arborway	Cleary Sq. - Forest Hills Sta.	3,702	4,039	7,741	2,012	2,071	4,083	914	995	1,909
49	Cabot	Dudley Sta. - Downtown	4,110	3,441	7,551	2,756	2,462	5,218	1,142	993	2,135
15	Cabot	Kane Sq. - Ruggles Sta.	3,660	3,138	6,998	2,065	1,812	3,877	834	771	1,605
77	Bennett	Arlington Heights - Bennett St. Alley	3,348	3,362	6,710	2,594	2,670	5,264	1,429	1,689	3,118
34	Arborway	Dedham Line - Forest Hills Sta.	2,961	3,319	6,280	1,475	2,055	3,530	866	1,101	1,967
73	Bennett	Waverley Sq. - Harvard Subway	2,742	3,034	5,776	1,080	1,030	2,110	441	529	970
8	Cabot	Harbor Point /U Mass - Kenmore Sta.	2,588	2,682	5,270	554	567	1,121	343	437	780
31	Arborway	Mattapan Sta. - Forest Hills Sta.	2,530	2,701	5,231	1,673	1,788	3,462	910	975	1,885
71	Bennett	Watertown Sq. - Harvard Subway	2,423	2,400	4,823	1,177	1,275	2,452	465	565	1,030
70	Bennett	Cedarwood - University Pk., Cambridge	2,289	2,521	4,810	1,962	2,150	4,112	1,343	1,640	2,983
86	Bennett	Sullivan Sta. - Cleveland Circle	2,347	2,410	4,757	979	942	1,921	531	570	1,101
116	Lynn	Wonderland Sta. - Maverick Sta.	2,335	2,345	4,680	1,208	1,266	2,474	710	800	1,510
93	Salem Street	Sullivan Sta. - Franklin & Arch Sts.	2,437	2,192	4,629	1,141	1,303	2,444	456	487	943
9	Cabot	City Point - Copley Sq. via Broadway	2,246	2,382	4,628	1,033	1,072	2,105	581	632	1,213
16	Cabot	Forest Hills Sta. - U Mass.	2,258	2,075	4,333	1,044	1,048	2,092	658	676	1,334
88	Bennett	Clarendon Hill - Lechmere Sta Via Hgind	2,285	2,014	4,299	1,180	1,077	2,257	899	985	1,884
117	Lynn	Wonderland Sta. - Maverick Sta. via Beach	2,079	2,210	4,289	1,232	1,218	2,450	567	603	1,170
101	Salem Street	Fellsway Garage - Sullivan Sta.	2,030	2,187	4,217	882	1,091	1,973	437	439	876
44	Cabot	Jackson Sta. - Ruggles Sta. Via Blue Hill	2,072	1,974	4,046	1,106	1,141	2,247	422	429	851
45	Cabot	Franklin Park - Ruggles Sta. via Blue Hill	2,059	1,817	3,876	1,088	1,224	2,312	382	468	850
42	Arborway	Forest Hills Sta. - Ruggles via Wash.	1,920	1,863	3,783	957	841	1,798	387	370	757
43	Cabot	Ruggles Sta. - Park & Tremont Sts.	1,877	1,864	3,741	938	927	1,865	525	532	1,057
21	Arborway	Ashmont Sta. - Forest Hills Sta.	1,934	1,805	3,739	508	433	941	x	x	x
47	Cabot	Central Sq. - Broadway Sta.	1,880	1,745	3,625	949	812	1,761	412	407	819
87	Bennett	Clarendon Hill - Lechmere Sta. via Som.	1,752	1,968	3,720	1,023	1,269	2,292	698	889	1,587
89	Salem Street	Clarendon Hill - Sullivan Sta.	1,757	1,881	3,638	824	749	1,573	305	730	1,035
10	Cabot	City Point - Copley Sq. Via Boston Med. Ctr.	1,768	1,780	3,548	845	873	1,718	416	349	765

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CTPS/MBTA Ridecheck Program
Bus and Trackless Trolley Ridership -- Typical Boardings (Unlinked Trips)

Route No.	District	Description	Weekday			Saturday			Sunday		
			Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total
69	Bennett	Harvard Sq. - Lechmere Sta.	1,569	1,819	3,388	946	872	1,818	522	492	1,014
104	Salem Street	Malden Ctr. Sta. - Sullivan Sta. via Ferry	1,675	1,635	3,310	968	985	1,953	377	440	817
38	Arborway	Charles River Loop - Forest Hills Sta.	1,573	1,682	3,255	818	781	1,599	539	693	1,232
120	Lynn	Orient Heights Sta. - Maverick Sta.	1,403	1,516	2,919	658	883	1,541	322	436	758
83	Bennett	Ridge Ave. - Central Sq., Camb.	1,450	1,390	2,840	627	701	1,328	334	411	745
108	Salem Street	Linden Sq. - Wellington Sta. via Malden	1,339	1,369	2,708	607	623	1,230	178	191	369
109	Salem Street	Linden Sq. - Sullivan Sta. via Broadway	1,211	1,469	2,680	671	765	1,436	395	428	823
110	Salem Street	Wonderland Sta. - Wellington Sta.	1,252	1,261	2,513	586	564	1,150	270	233	503
106	Salem Street	Lebanon St. Loop - Wellington Sta.	1,213	1,291	2,504	560	568	1,128	354	354	708
501	Cabot	Brighton Ctr. - Federal & Franklin Sts.	1,121	1,147	2,268	x	x	x	x	x	x
29	Arborway	Mattapan Sta. - Ruggles Sta.	1,129	1,108	2,237	350	463	813	x	x	x
7	Cabot	City Point - Otis & Summer Sts.	1,042	1,185	2,227	205	200	405	x	x	x
240	Quincy	Crawford Sq. - Ashmont Sta.	1,084	1,110	2,194	574	476	1,050	335	280	615
701 (CT1)	Cabot	Central Sq. - So. End Medical Area	1,071	1,121	2,192	x	x	x	x	x	x
225	Quincy	Quincy Ctr. Sta. - Weymouth Landing	1,171	995	2,166	465	398	863	251	223	474
80	Bennett	Arlington Center - Lechmere Sta.	1,064	1,031	2,095	681	576	1,257	343	318	661
35	Arborway	Dedham Mall - Forest Hills Sta.	959	1,123	2,082	612	616	1,228	310	165	475
504	Cabot	Watertown Sq. - Federal & Franklin Sts.	1,075	909	1,984	170	200	370	x	x	x
91	Salem Street	Sullivan Sta. - Central Sq. (Cambridge)	1,009	961	1,970	741	650	1,391	352	301	653
19	Cabot	Fields Corner Sta. - Ruggles Sta.	994	909	1,903	x	x	x	x	x	x
30	Arborway	Mattapan Sta. - Roslindale Sq.	987	901	1,888	364	341	705	120	102	222
26	Arborway	Ashmont Sta. - Norfolk & Wash. Belt	601	1,228	1,829	451	624	1,075	111	195	306
455	Lynn	Salem Ctr. - Haymarket Sq.	868	854	1,722	1,154	1,115	2,269	613	579	1,192
96	Salem Street	Medford Sq - Bennett St Alley via George	871	848	1,719	422	410	832	191	196	387
450	Lynn	Salem - Haymarket Sq via West Ave.	879	834	1,713	271	306	577	273	331	604
65	Cabot	Brighton Center - Kenmore Sta.	984	699	1,683	274	183	457	x	x	x
70A	Bennett	No. Waltham-University Pk., Camb.	839	844	1,683	789	707	1,496	x	x	x
99	Salem Street	N.E. Memorial Hosp. - Malden Center	679	1,002	1,681	221	334	555	125	218	343
215	Quincy	Quincy Ctr. Sta. - Ashmont Sta.	993	688	1,681	637	503	1,140	205	148	353
95	Salem Street	West Medford - Sullivan Sta.	706	973	1,679	348	415	763	140	212	352
51	Arborway	Cleveland Circle - Forest Hills Sta.	913	764	1,677	309	230	539	x	x	x
[illegible]	[illegible]	Quincy Ctr. Sta. - Hingham Ctr.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
37	Arborway	Baker & Vermont Sts. - Forest Hills Sta.	753	880	1,633	271	323	594	126	72	198
24	Arborway	Walk Hill Ave. - Mattapan Sta.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
60	Cabot	Chestnut Hill - Kenmore Sta.	809	810	1,619	299	287	586	156	159	315
134	Salem Street	North Woburn - Wellington Sta.	770	835	1,605	539	505	1,044	144	125	269
79	Bennett	Arlington Heights - Alewife Sta.	822	757	1,579	x	x	x	x	x	x

CTPS/MBTA Ridecheck Program
Bus and Trackless Trolley Ridership -- Typical Boardings (Unlinked Trips)

Route No.	District	Description	Weekday			Saturday			Sunday		
			Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total
222	Quincy	Quincy Ctr. Sta - East Weymouth	808	765	1,573	317	272	589	198	199	397
64	Bennett	Oak Sq. - University Pk. Cambridge	788	773	1,561	275	279	554	151	135	286
78	Bennett	Arlmont Village - Bennett St. Alley	693	854	1,547	155	255	410	167	197	364
350	Bennett	Burlington - Alewife Sta.	698	839	1,537	295	402	697	209	212	421
238	Quincy	Quincy Ctr. Sta. - West St. & Willard St.	742	776	1,518	508	583	1,091	298	325	621
92	Salem Street	Sullivan Sta. - Franklin & Arch Sts.	785	721	1,506	375	415	790	x	x	x
20	Quincy	Fields Corner Sta. - Fields Corner Sta.			1,489			609			185
502	Cabot	Watertown Sq. - Copley Sq.	796	649	1,445	x	x	x	x	x	x
214	Quincy	Quincy Ctr. Sta. - Germantown	649	785	1,434	287	316	603	x	x	x
426	Lynn	Central Sq., Lynn - Haymarket Sq.	514	875	1,389	399	405	804	331	295	626
59	Cabot	Needham Junction - Watertown Sq.	695	688	1,383	226	197	423	x	x	x
112	Salem Street	Wellington Sta. - Wood Island Sta.	630	708	1,338	616	835	1,451	253	297	550
505	Cabot	Waltham Center - Federal & Franklin Sts.	711	606	1,317	x	x	x	x	x	x
442	Lynn	Marblehead - Haymarket Sq.(Express)	600	697	1,297	216	85	301	334	324	658
90	Salem Street	Davis Sq. Sta. - Wellington Sta.	683	597	1,280	356	342	698	x	x	x
216	Quincy	Quincy Ctr. Sta. - Houghs Neck	649	630	1,279	408	401	809	390	343	733
77A	Bennett	Arlington Center - Bennett St. Alley	590	665	1,255	x	x	x	x	x	x
74	Bennett	Belmont Center - Bennett St. Alley	597	642	1,239	173	178	351	x	x	x
747 (CT2)	Cabot	Kendall Sta. - Ruggles Sta.	635	573	1,208	x	x	x	x	x	x
94	Salem Street	Medford Sq. - Davis Sq. Sta.	614	583	1,197	307	375	682	209	239	448
62	Bennett	Bedford V.A. Hospital - Alewife Sta.	582	611	1,193	x	x	x	x	x	x
441	Lynn	Marblehead - Haymarket Sq.(Express)	618	562	1,180	237	81	318	198	140	338
40	Arborway	Georgetowne - Forest Hills Sta.	618	481	1,099	346	163	509	x	x	x
459	Lynn	Salem Ctr. - Downtown Crossing	605	488	1,093	x	x	x	x	x	x
119	Lynn	Northgate Shopping Ctr. - Beachmont Sta.	563	509	1,072	294	306	600	222	228	450
708 (CT3)	Cabot	Longwood Medical Area - Andrew Sta.	419	649	1,068	4	2	6	8	0	8
230	Quincy	Quincy Ctr. Sta. - Brockton/Holbrook Line	585	476	1,061	250	215	465	169	140	309
41	Arborway	Centre & Elliot Sts. - Dudley Sta.	502	525	1,027	155	156	311	x	x	x
50	Arborway	Cleary Sq-Forest Hills Sta Via Metropoltn	498	493	991	175	172	347	x	x	x
105	Salem Street	Malden Ctr. Sta. - Sullivan Sta.	590	385	975	197	147	344	131	106	237
137	Salem Street	Reading Depot - Malden Ctr. Sta.	497	500	997	152	167	319	x	x	x
714	Arborway	Roslindale Square - Dudley Sta.	481	483	964	213	119	332	x	x	x
100	Salem Street	Elm St. & Fellsway - Wellington Sta.	470	456	926	206	214	420	x	x	x
104	Arborway	Forest Hills Station (39) - Oak Square Sta.	515	434	949	202	216	418	x	x	x
72	Bennett	Aberdeen & Mt. Auburn - Bennett St. Alley	435	511	946	228	202	430	x	x	x
429	Lynn	Central Sq., Lynn-Linden Sq. v Sq. 1 Mall	461	456	917	276	262	538	106	102	208
55	Cabot	Queensberry St. - Park & Tremont Sts.	537	379	916	245	196	441	194	188	380

CTPS/MBTA Ridecheck Program
Bus and Trackless Trolley Ridership -- Typical Boardings (Unlinked Trips)

Route No.	District	Description	Weekday			Saturday			Sunday		
			Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total
33	Arborway	River & Milton Sts. - Mattapan Sta.	448	423	871	163	148	311	x	x	x
210	Quincy	Quincy Ctr. Sta. - No. Quincy Sta.	416	446	862	108	124	232	x	x	x
76	Bennett	Hanscom Air Base - Alewife Sta.	425	432	857	x	x	x	x	x	x
52	Arborway	Dedham Mall - Watertown Sq.	426	402	828	105	92	197	x	x	x
430	Salem Street	Saugus, Appleton St. - Malden Ctr. Sta.	386	434	820	312	318	630	x	x	x
354	Salem Street	Woburn Line - State Street	401	418	819	x	x	x	x	x	x
411	Salem Street	Granada Highlands - Malden Ctr. Sta.	471	325	796	262	201	463	x	x	x
553	Cabot	Roberts - Federal & Franklin Sts.	431	360	791	167	134	301	x	x	x
38	Arborway	Wren St. - Forest Hills Sta.	363	420	783	119	175	294	54	80	134
500	Cabot	Riverside Sta. - Federal & Franklin Sts.	369	377	746	x	x	x	x	x	x
554	Cabot	Waverley Sq. - Federal & Franklin Sts.	375	363	738	124	128	252	x	x	x
326	Salem Street	West Medford - Haymarket Sq.	365	343	708	x	x	x	x	x	x
18	Cabot	Ashmont Sta. - Andrew Sta.	301	387	688	113	148	261	61	68	129
114	Lynn	Bellingham Sq-Maverick	524	164	688	x	x	x	x	x	x
325	Salem Street	Elm St. & Fellaway West - Haymarket Sq.	377	252	629	x	x	x	x	x	x
435	Lynn	Central Sq., Lynn - Liberty Tree Mall	347	268	615	325	279	604	158	124	282
211	Quincy	Quincy Ctr. Sta. - Squantum	273	340	613	74	80	154	x	x	x
27	Arborway	Mattapan Sta. - Ashmont Sta.	273	305	578	240	204	444	86	102	188
131	Salem Street	Melrose Highlands - Malden Ctr. Sta.	273	268	541	x	x	x	x	x	x
97	Salem Street	Malden Sta. - Wellington Sta.	245	290	535	97	82	179	x	x	x
436	Lynn	Goodwins Circle, Lynn - Haymarket Sq.	265	240	505	108	156	264	70	54	124
245	Quincy	Quincy Ctr. Sta. - Mattapan Sta.	271	230	501	44	35	79	x	x	x
46	Arborway	Heath St & S Huntington Ave-Dudley Sta	257	243	500	168	139	307	x	x	x
67	Bennett	Alewife Sta. - Turkey Hill Reservation	315	178	493	x	x	x	x	x	x
556	Cabot	Waltham Highlands - Federal & Franklin Sts.	220	266	486	x	x	x	x	x	x
352	Salem Street	Burlington - State St. via I-95 & I-93	216	268	484	x	x	x	x	x	x
132	Salem Street	Redstone Shopping Ctr. - Malden Ctr. Sta.	274	208	482	52	64	116	x	x	x
236	Quincy	Quincy Ctr. Sta. - South Shore Plaza	236	199	435	101	117	218	96	92	188
75	Bennett	Belmont Center - Bennett St. Alley	228	192	420	189	117	306	x	x	x
6	Cabot	Boston Marine Ind Park - Haymarket	187	220	407	x	x	x	x	x	x
85	Bennett	Spring Hill - Kendall Sta.	237	166	403	x	x	x	x	x	x
[illegible]	Cabot	Auburndale - Federal & Franklin Sts.	[illegible]	[illegible]	[illegible]	x	x	x	x	x	x
3	Cabot	City Point - Chinatown via BMIPK	233	133	366	x	x	x	x	x	x
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	x	x	x	x	x	x
121	Lynn	Wood Island Park Sta. - Maverick Sta.	161	157	318	x	x	x	x	x	x
68	Bennett	Harvard Sq. - Kendall Sq.	124	162	286	x	x	x	x	x	x
212	Quincy	Quincy Ctr. Sta. - North Quincy Sta.	107	115	222	31	39	70	x	x	x

CTPS/MBTA Ridecheck Program
Bus and Trackless Trolley Ridership -- Typical Boardings (Unlinked Trips)

Route No.	District	Description	Weekday			Saturday			Sunday		
			Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total
449	Lynn	Marblehead - Downtown Crossing (Express)	129	89	218	x	x	x	x	x	x
437	Lynn	Central Sq., Lynn - Lakeshore/Lakeside	127	90	217	x	x	x	x	x	x
709 (CT3)	Cabot	Airport Sta. - Andrew Sta.	64	147	211	43	97	140	50	83	133
135	Salem Street	Wakefield Sq. - Oak Grove Sta.	149	60	209	3	7	10	x	x	x
217	Quincy	Wollaston Beach - Ashmont Sta.	114	93	207	x	x	x	x	x	x
48	Arborway	Centre & Eliot Sts. - Jamaica Plain Loop	102	101	203	92	83	175	x	x	x
84	Bennett	Arlmont Loop - Alewife Sta.	141	58	199	x	x	x	x	x	x
130	Salem Street	Linwood Ave&Lynde Sts Malden Ctr Sta	103	82	185	33	24	57	x	x	x
425	Lynn	Central Sq., Lynn - Wonderland Sta.	179	0	179	x	x	x	x	x	x
439	Lynn	Central Sq., Lynn - Bass Point	113	62	175	x	x	x	x	x	x
5	Cabot	City Point - McCormack Housing	91	82	173	49	109	158	x	x	x
458	Lynn	Salem Ctr. - Danvers Sq. via Liberty Mall	95	76	171	x	x	x	x	x	x
351	Bennett	Oak Park - Alewife Sta. v Middlesex Tnpk.	75	82	157	x	x	x	x	x	x
448	Lynn	Marblehead - Downtown Crossing (Express)	72	84	156	x	x	x	x	x	x
4	Cabot	North Station - World Trade Ctr.	81	67	148	x	x	x	x	x	x
221	Quincy	Quincy Ctr. Sta. - Fort Point	73	63	136	x	x	x	x	x	x
491	Lynn	Salem Depot - W. Lynn Garage via Western	32	94	126	0	2	2	x	x	x
428	Lynn	Oaklandvale - Haymarket via Cliftondale	64	37	101	x	x	x	x	x	x
443	Lynn	Laf. &Humph. Sts. - Haymkt.Sq.(Express)	95	0	95	x	x	x	x	x	x
468	Lynn	Salem Ctr. - Essex Agricultural School	52	39	91	x	x	x	x	x	x
490	Lynn	Central Sq Lynn - West Lynn Garage	31	58	89	21	2	23	2	1	3
492	Lynn	West Lynn Garage - Haymarket Sq via Western	38	35	73	0	1	1	x	x	x
494	Lynn	Salem Depot - W. Lynn Garage via Shelland	11	57	68	x	x	x	x	x	x
433	Lynn	Central Sq., Lynn - Pine Hill	18	47	65	x	x	x	x	x	x
427	Lynn	Granada Highlands - Haymarket Sq.	28	33	61	x	x	x	x	x	x
170	Cabot	Oak Park - Dudley Sta.	19	39	58	x	x	x	x	x	x
440	Lynn	Central Sq Lynn-Haymarket Sq	33	12	45	663	450	1,113	x	x	x
496	Lynn	Marblehead - W. Lynn Garage via Paradise	4	34	38			No Data	x	x	x
497	Lynn	Marblehead - W. Lynn Garage via Humphrey	9	25	34			No Data	3	17	20
192	Arborway	Cleary Sq. - Haymarket Sta.	21	7	28			No Data	x	x	x
191	Arborway	Mattapan Sta. - Haymarket Sta.	17	[illegible]	[illegible]	[illegible]	[illegible]	No Data	x	[illegible]	x
195	Cabot	Watertown Sq. - Haymarket Sta.	9	6	15	1	0	1	x	x	x
194	Salem Street	Clarendon Hill - Haymarket Sta.	10	[illegible]	14	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
197	Lynn	Wonderland Sta. - Haymarket Sta.	11	0	11	8	0	8	x	x	x
476	Lynn	Essex/Empire - Riverworks	3	0	3	x	x	x	x	x	x
37/38	Arborway	Baker & Vermont Sts. - Forest Hills via Centre	x	x	x			No Data			No Data

CTPS/MBTA Ridecheck Program
Bus and Trackless Trolley Ridership -- Typical Boardings (Unlinked Trips)

Route No.	District	Description	Weekday			Saturday			Sunday		
			Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total
62/76	Bennett	Bedford V.A. Hospital - Alewife Sta.	x	x	x	275	353	628	x	x	x
72/75	Bennett	Belmont Center - Bennett St. Alley	x	x	x	x	x	x	178	247	425
217/245	Quincy	Wollaston Beach - Mattapan Sta.	x	x	x	14	14	28	x	x	x
493	Lynn	Salem Depot - W. Lynn Garage via Cent. Sq.	x	x	x	8	8	16	0	12	12
181	Salem Street	Wonderland Sta. - Orient Heights Sta.			No Data			No Data			No Data
195	Arborway	Shattuck Hospital - Park & Tremont Sts.			No Data			No Data			No Data
275	Quincy	Downtown Boston - Long Island			No Data			No Data			No Data
276	Quincy	Boston City Hosp. - Long Island Hosp.			No Data			No Data			No Data
277	Quincy	L. Shattuck Hosp. - Downtown Boston			No Data			No Data			No Data
400	Lynn	Central Sq., Lynn - Haymarket			No Data			No Data			No Data
470	Lynn	Central Sq., Lynn - Riverworks			No Data	x	x	x	x	x	x
475	Lynn	Eastern/Essex - Riverworks			No Data	x	x	x	x	x	x
495	Lynn	West Lynn Garage - Downtown Crossing			No Data	x	x	x	x	x	x
748 (CT2)	Cabot	Sullivan Sta. - Kendall Sta.			No Data	x	x	x	x	x	x
		TOTAL BUS/TRACKLESS TROLLEY			**376,270**			**191,045**			**97,546**

Exhibit D

Email from MBTA Regarding Number of Buses with Functioning Air Conditioning

----Original Message-----
> From: Joe Pesaturo <jpesaturo@mbta.com>
> To: jodi@acc-ej.org <jodi@acc-ej.org>
> Date: Tuesday, August 14, 2001 9:39 AM
> Subject: BUS FLEET
>
>
> >The garages that serve the city's neighborhoods - Bartlett, Cabot, and
> >Charlestown - have 593 buses between them. 400 of those buses are
> >equipped with air conditioning units (67% of the fleet). As of last
> >night, 40 A/C unit-equipped buses were not functioning properly. All 40
> >are out of the Charlestown garage. Those units are currently being
> >worked on. MBTA mechanics have repaired 63 A/C units since last
> >Tuesday.
> >Buses in the MBTA's other garages (Albany Street, Fellsway, Quincy,
> >Lynn, and North Cambridge) total 441. 204 of those are equipped with
> >A/C units (46% of the fleet).
> >I hope this information is helpful, Joe.

most recent manual counts 1998 - winter 200

nd Trackless Trolley Ridership - Typical Boardings (Unlinked Trips)

District	Description	Weekday			Saturday			
		Inbound	Outbound	Total	Inbound	Outbound	Total	Inbou
Arborway	Forest Hills Sta. - Back Bay Sta.	9,170	8,235	17,405	5,592	5,041	10,633	3,48
Cabot	Harvard - Dudley Sta. via Mass. Ave.	6,340	6,217	12,557	4,439	4,500	8,939	3,16
Cabot	Ashmont Sta. - Ruggles Sta. via Wash.	5,861	5,840	11,701	3,527	3,376	6,903	1,82
Arborway	Mattapan Sta. - Ruggles Sta. via Dudley	5,881	5,812	11,693	5,403	5,356	10,759	3,41
Cabot	Harvard Sq. - Dudley Sta. via Brookline	5,147	5,531	10,678	2,759	3,297	6,056	1,15
Cabot	Watertown Square - Kenmore Sq.	4,578	4,272	8,850	2,773	2,514	5,287	1,70
Cabot	Ashmont Sta. - Ruggles Sta. via Jackson	3,935	4,399	8,334	2,635	2,754	5,389	1,78
Salem Street	Woodlawn - Haymarket Sta.	3,626	4,481	8,107	2,038	2,451	4,489	1,38
Arborway	Cleary Sq. - Forest Hills Sta.	3,702	4,039	7,741	2,012	2,071	4,083	914
Cabot	Dudley Sta. - Downtown	4,110	3,441	7,551	2,756	2,462	5,218	1,142
Cabot	Kane Sq. - Ruggles Sta.	3,860	3,138	6,998	2,065	1,812	3,877	834
Bennett	Arlington Heights - Bennett St. Alley	3,348	3,362	6,710	2,594	2,670	5,264	1,429
Arborway	Dedham Line - Forest Hills Sta.	2,961	3,319	6,280	1,475	2,055	3,530	866
Bennett	Waverley Sq. - Harvard Subway	2,742	3,034	5,776	1,080	1,030	2,110	441
Cabot	Harbor Point /U Mass - Kenmore Sta.	2,588	2,682	5,270	554	567	1,121	343
Arborway	Mattapan Sta. - Forest Hills Sta.	2,530	2,701	5,231	1,673	1,789	3,462	910
Bennett	Watertown Sq. - Harvard Subway	2,423	2,400	4,823	1,177	1,275	2,452	465
Bennett	Cedarwood - University Pk., Cambridge	2,289	2,521	4,810	1,982	2,150	4,112	1,343
Bennett	Sullivan Sta. - Cleveland Circle	2,347	2,410	4,757	979	942	1,921	531
Lynn	Wonderland Sta. - Maverick Sta.	2,335	2,345	4,680	1,208	1,266	2,474	710
Salem Street	Sullivan Sta. - Franklin & Arch Sts.	2,437	2,192	4,629	1,141	1,303	2,444	456
Cabot	City Point - Copley Sq. via Broadway	2,246	2,382	4,628	1,033	1,072	2,105	581
Cabot	Forest Hills Sta. - U Mass.	2,258	2,075	4,333	1,044	1,048	2,092	658
Bennett	Clarendon Hill - Lechmere Sta Via Hglnd	2,285	2,014	4,299	1,180	1,077	2,257	899
Lynn	Wonderland Sta. - Maverick Sta. via Beach	2,079	2,210	4,289	1,232	1,218	2,450	567
Salem Street	Fellsway Garage - Sullivan Sta.	2,030	2,187	4,217	882	1,091	1,973	437
Cabot	Jackson Sta. - Ruggles Sta. Via Blue Hill	2,072	1,974	4,046	1,106	1,141	2,247	422
Cabot	Franklin Park - Ruggles Sta. via Blue Hill	2,059	1,817	3,876	1,088	1,224	2,312	382
Arborway	Forest Hills Sta. - Ruggles via Wash.	1,920	1,863	3,783	957	841	1,798	387
Cabot	Ruggles Sta. - Park & Tremont Sts.	1,877	1,864	3,741	938	927	1,865	525
Arborway	Ashmont Sta. - Forest Hills Sta.	1,934	1,805	3,739	508	433	941	x
Cabot	Fields Corner Sta. - Andrew Sta.	1,846	1,887	3,733	1,230	1,059	2,289	394
Bennett	Clarendon Hill - Lechmere Sta. via Som.	1,752	1,968	3,720	1,023	1,269	2,292	698
Cabot	City Point - Downtown via Bayview	2,085	1,597	3,682	800	710	1,510	429
Salem Street	Clarendon Hill - Sullivan Sta.	1,757	1,881	3,638	824	749	1,573	305
Cabot	Central Sq. - Broadway Sta.	1,880	1,745	3,625	949	812	1,761	412
Cabot	City Point - Copley Sq. Via Boston Med. Ctr.	1,766	1,780	3,546	845	873	1,718	416

STOPPED

ON THE MOVE:
Greater Boston Transportation Justice Coalition

PLATFORM FOR JUST TRANSPORTATION AND LIVABLE COMMUNITIES

Whereas: Clean, affordable transportation, including public transit, bicycle and pedestrian systems, is a vital service for urban communities, connecting residents to friends and family, goods and services, and economic opportunities. Clean, affordable transportation is the key to ensuring mobility, clean air and health, livable communities, economic health and jobs, and to decreasing our dependency on oil.

Whereas: The transit needs of the most transit-dependent neighborhoods in Greater Boston, particularly lower income neighborhoods and communities of color, have been systematically neglected by the state's transportation decision-makers, prioritizing road-building over transit spending. With its meager transit budget, the MBTA invests four times as much in commuter rail as buses -- even though there are four times as many bus riders. Commuter rail stations have new electronic signs telling riders when trains will come, while urban bus riders wait at stops without shelters and without posted route schedules.

Whereas: City, Regional and State transportation officials have for decades tried to meet Greater Boston's transportation needs by prioritizing local and Federal resources for the use of the private automobile. They have neglected the development of transit, bicycle and pedestrian alternatives and fostered the use of less affordable, more polluting and space-consuming private car. While Massachusetts is spending more than $14 billion on the Central Artery "Big Dig," a highway expansion project in the heart of Boston, there are no serious plans for expanding urban light rail in low-income neighborhoods. The City and State rarely apply for Federal transportation funds available to improve conditions for bicycling and walking. As our city streets become increasingly clogged with traffic jams and fatal crashes become more common, reliance on private cars can no longer be considered a workable transportation solution for the city.

Whereas: In order to change this pattern of transit racism and disinvestment, groups around the region and the state must work together. We, this **Mobilization for Transportation Justice** have come together to create a common agenda and action plan to achieve transportation justice -- an environmentally sustainable and socially just transportation program that is integral to the preservation and creation of livable communities. Our transportation justice agenda includes the following:

- Fix Our Transit System So It Works for Everyone
- Clean Our Transportation System so We can Breathe
- Give Us Our Fair Share Of Transportation Funds for Inner-City Transit, and for Safe Bicycle and Pedestrian Spaces on All of our Streets
- Give Us A Seat At The Table For Transportation Decision-Making
- Link Transportation Improvements to the Creation of Diverse, Livable Communities with Dense, Mixed-Use Development, Including Housing Affordable to All Income Levels

The Platform for Transportation Justice and Livable Communities has been endorsed by the following organizations:

Alternatives for Community & Environment
Arborway Committee
Bikes Not Bombs
Boston Tenants' Coalition
Boston Urban Asthma Coalition
Bowdoin Street Health Center
Clean Water Action
Codman Square Health Center
Chelsea Creek Action Group
Chelsea Green Space & Recreation Committee
Committee for Boston Public Housing
Dorchester House Multi-Service Center
Egleston Square Neighborhood Association
Greenspace Alliance
MASSPIRG
Massachusetts Public Health Association
Neighborhood of Affordable Housing
South Boston Public Health Initiative
T Riders Union
Toxics Action Center
Viet-Aid
Washington Street Corridor Coalition
West of Washington Committee

FIX OUR TRANSIT SYSTEM SO IT WORKS FOR EVERYONE !

The Problem:

The current transit system relies on automobiles... Except in the very center of the city, many residents of Boston's neighborhoods depend on automobiles because the public transit system is unreliable. Transit lines – buses and subway – are often too sparsely distributed or schedules are inadequate for dependable, timely travel at all times. Lower income residents are forced to spend money on maintaining and automobile or paying for poor service. All residents bear the burden of increasing car use: air and noise pollution, pedestrian and bicycle hazards, and waste of urban land for parking, usually for non-residents.

Lower income communities and communities of color depend on buses... Communities of color and low income communities in the Greater Boston area depend largely on buses as the primary form of public transit. Maps of the rapid transit system show huge gaps in service in these communities. The quality and dependability of service on the commuter rail, subway and buses is very different.

- **Buses are often late....** While trains are unaffected by traffic patterns, buses must navigate busy streets and intersections. Buses are often late and off-schedule. The schedules that are available are outdated and unrealistic and do not take changes such as traffic and weather into account. The standard the MBTA uses to measure "on-time" bus service is different from the standards the MBTA uses for the subway and commuter rail. As a result, their reporting does not reflect the real situation for bus riders who can not depend on on-time service like subway and commuter rail riders.

- **We have no shelter...** The MBTA bus system has 162 routes, **9000 stops and only 300 bus shelters.** Some bus stops without shelters serve more than 1,000 riders daily – more than some train stations. This leaves the children and the elderly waiting in the cold, or the hot sun, without shelter for late buses.

- **Buses are overcrowded....** The Load Factor on buses (the number of passengers on board as compared to the number of seats) is well over 100% on low income and minority bus routes as compared to less than 90% on average for commuter rail lines.

- **Basic amenities don't work...** Basic amenities like heat, air conditioning, kneeling function and wheel chair lifts are often broken. Buses are often too hot or too cold. During a heat wave this past summer, the temperature on crowded buses often became dangerous, particularly for elderly riders. Wheel chair bound riders are often left waiting for 2 – 3 buses before a bus with an operating lift arrives. The kneeling function on buses is also often broken leaving elderly riders to climb up steep stairs to enter the bus from the curb.

Links between buses and other modes don't work... There are no free transfers between buses and subway, forcing people changing from one mode to another to pay twice. Bike racks at MBTA stations are located in out-of-the-way spots, inviting vandalism and theft. Bus stops are often on streets with heavy traffic that have no safe, convenient crossing points for pedestrians trying to get to a bus. Boston's few bike routes near T stations are unlabeled and hard to find, and the hours that bikes can be taken on the MBTA are limited and unpublicized.

Time of service does not accommodate the needs of riders.... On many train and bus routes, the MBTA does not provide night and weekend service. Transit dependent riders use

the system for far more than commuting. They use the system to visit family, get to church, go grocery-shopping, heath care, recreation and much more. Without night and weekend service, many riders are left stranded. Many workers who have weekend and night shifts are forced to take cabs or walk home after a long work shift.

What we need for a workable transit system:

⇒ The MBTA must develop and implement **service quality standards** that can be measured across modes. These standards should be developed through a public process that includes real input from riders. Standards should address on-time services, frequency, crowding, shelter and basic amenities. Once developed, the MBTA must create an action plan to meet these standards which may involve expanding the transit fleet and other capital improvements as well as larger expenditures on operation and maintenance.

⇒ The MBTA must provide **on-time service** and provide **expanded frequency** where ridership dictates across modes.

⇒ The MBTA must make **Night Owl service permanent** and include more bus routes and service on weekdays to accommodate late shift workers.

⇒ The MBTA must **expand weekend service** on many bus routes.

⇒ The MBTA must do **systematic ride checks and data gathering** for every route (bus, subway and commuter rail) regularly and use this data to improve and expand service where necessary.

⇒ The MBTA must evaluate heavily traveled bus corridors regularly to determine appropriate mode. Heavily traveled routes should be **upgraded to rail**.

⇒ The MBTA must provide **safe bike parking** at all MBTA stations.

⇒ The MBTA must **broaden the times that bikes are allowed on subway lines** and have clear signs explaining how and when to take bikes on the MBTA at all subway stops.

⇒ The MBTA must use **smart bus technology** – including Geographic Information Systems – on buses that allow for traffic light coordination to ensure on-time bus service.

⇒ The MBTA must **maintain its public spaces** so that they are clean, safe and inviting.

⇒ The MBTA must work with local city governments and the State Highway department to design and build traffic calming mechanisms wherever necessary to allow pedestrians **safe and pleasant walking access to bus stops and MBTA stations.**

⇒ The MBTA must **develop and maintain bike trails along all commuter rail routes.**

CLEAN OUR TRANSPORTATION SYSTEM SO WE CAN BREATHE!

The Problem:

- The MBTA operates an aging fleet of **980 full-size diesel-powered buses** that spew deadly diesel exhaust into the air we breathe. More than half are over 12 years old. A little more than one-third of these (358) will be replaced with cleaner, Compressed Natural Gas buses over the next 2 years. The MBTA has no current plan for the replacement of the remainder of the fleet and is trying to back out of a commitment to retrofit these buses with particulate traps and other technology which would make their exhaust cleaner in the interim.

- The MBTA's entire **commuter rail fleet are diesel vehicle**s despite the recent electrification of at least one corridor.

- Diesel vehicles are the dirtiest polluters on the road. They emit **large quantities of particulate matter** (called PM) and nitrogen oxides, which develop into particulates and smog.

- Particulates aggravate respiratory problems including **asthma** and irritate the eyes and nose. Asthma rates in Boston's urban neighborhoods are well above average. In one diesel bus dependent community, Roxbury, asthma hospitalization rates are **six times the state average**.

- More than half (558) of the MBTA's buses are housed at garages (Albany, Bartlett, Cabot, and Lynn) located in lower-income neighborhoods and neighborhoods of color. Three of the four are within a mile of Dudley Square in Roxbury. Buses housed at these garages "dead head" through our neighborhoods, traveling "Out of Service" but still adding to air pollution and traffic problems. According to data from a new air monitor, **levels of PM are 30 - 50% higher in Dudley Square** than they are just a mile or two away at the Harvard School of Public Health, largely due to diesel pollution.

What we need for clean transportation and clean air:

⇒ The MBTA must develop a **standard age for bus retirement** and develop a plan and timeline for replacing its entire dirty diesel fleet with clean fuel alternatives based on that standard.

⇒ The MBTA must develop a **timeline and a plan to replace its diesel fuel trains** with clean, electric trains.

⇒ Communities which house bus garage and maintenance facilities and bus routes must have **control over the technology** used on those routes and in those facilities.

⇒ The MBTA must **retrofit the close to 600 buses that will not be replaced by the first order of 358 CNG buses** with particulate filters mmediately.

⇒ The MBTA must **prioritize use of clean-fuel buses in neighborhoods most affected by the negative impacts of diesel exhaust**, especially those with higher-than-average asthma hospitalization rates.

⇒ The MBTA must develop **an equitable bus storage and maintenance facility plan** that does not disproportionately affect any one neighborhood and that minimizes "dead-heading" system-wide.

⇒ The Boston School Department, and other municipalities in the Greater Boston area, must **replace diesel school buses with clean-fuel alternatives**.

GIVE US OUR FAIR SHARE OF TRANSPORTATION FUNDS FOR INNER CITY TRANSIT, AND FOR SAFE BICYCLE AND PEDESTRIAN SPACES ON ALL OF OUR STREETS!

The Problem:

Transit spending at the federal, state and local level over the past 80 years shows a pattern of transit racism and disinvestment. Out of the small money "pie" allocated for transit, suburban riders are getting much bigger pieces than inner-city and lower-income riders.

- In the last five years, the MBTA invested four times as much in the commuter rail as in the bus system, even though there are four times as many bus riders.
- In 1985 the T shut down the Arborway branch of the Green Line running through Jamaica Plain.
- In 1987, the T shut down the elevated Orange Line, running through the heart of Roxbury in the Washington Street corridor even though one out every four people in Boston lives within in walking distance to the corridor.
- A commuter rail line runs through the heart of Dorchester, but does not stop in Dorchester to pick up passengers.
- Where street cars once whisked people to their destinations before World War II in Roxbury, Dorchester, Revere and Chelsea, buses now clog the streets and pollute the air.
- The MBTA's fare structure is not fair. Riders who must use a bus and a train to get to their destination (which is the case in many of Greater Boston's lower income neighborhoods and communities of color) must pay for both modes without a discount. Fares are virtually the same whether you are traveling from one-side of the system to another or just a few stops.

Spending on transit and other alternatives to the private car at the federal, state and local levels is much lower than spending on highways and other subsidies for the automobile. Urban riders have to fight with suburban riders over pieces of a very small transit "pie" when everyone in fact deserves access to good public transit and other less polluting, affordable ways to get around.

- Massachusetts consistently spends 3- 4 times as much of its federal transportation dollars on highways as on public transit. While the state finds a way to fund a $2 billion overrun on the Central Artery Project, transit riders continue to ride aging buses, some more than 15 years old.
- Funds for public transit projects are often diverted to expand roadways. The Urban Ring, for example was designed as a project to create a new rail transit line connecting Boston, Brookline, Cambridge, Somerville, Everett and Chelsea in three phases. Phase 1 includes basic improvements to the existing system; Phase 2 includes implementation of bus rapid transit operations; Phase 3 includes addition of rail. Funds from Phase 2 are now being used to expand roadway capacity, which will serve to foster highway-oriented land use instead of transit-oriented development. Bus rapid transit may actually preclude development of the rail phase of the project.
- While MassHighway does has some 90 bicycle projects worth more that $60 million in the design, development or construction stage, they have spent over **$4.2 billion** in the last seven years on road and bridge construction projects, not even counting their biggest highway expansion, the Central Artery/Ted Williams Tunnel Project.

- MassHighway took three years to release to the City of Boston money that had been appropriated to build 350 bike racks, because Big Dig expenses were prioritized.

- While __% of traffic fatalities in the greater Boston area are pedestrians and cyclists, only __% of the Transportation Enhancement & Safety Program dollars were spent on safety improvements for pedestrians and cyclists – the rest were spent to improve safety for motorists.

Fair funding of a just transportation system, workable for all, must include:

⇒ The transit **projects that are the largest priority for our communities** receive full funding as soon as possible. These include:

* Light rail replacement service on Washington Street
* Light rail replacement service on the Arborway
* Implementation of the Indigo Line
* Upgrade of the Maverick and Orient Heights Blue Line stations
* Design of a rail (not bus) Urban Ring which serves the residential communities in the Ring corridor, not only suburban residents coming in to use the ring as a final leg of their commute.
* Renovation of Red Line Stations
* Upgrades to the bus system including immediate retrofit of older buses, long-term replacement of the entire fleet with clean fuel alternatives, bus shelters, posted schedules, etc.

⇒ The Metropolitan Planning Organization must **assess where people live to determine service needs**.

⇒ The State must designate **50% of its total transportation money for public transit, bike and pedestrian uses**.

⇒ The City of Boston and other local municipalities must **apply for and make greater use of Federal Transportation Improvement Program (TIP) money** to improve transit, bicycle and pedestrian facilities.

⇒ The Boston Transportation Department (and those of the other local municipalities) must adopt **standards for all street re-build projects** that clearly and fairly balance the competing needs for mobility of all street users, including motorists, cyclists, pedestrians and residents. These standards would include clear procedures to allow neighborhoods to request specific improvements such as Traffic Calming measures or marked bike lanes, and requirements for coordination of street re-builds amongst city departments.

⇒ The MBTA must **develop a fare structure that is fair (doe not subsidize urban riders less than suburban riders)**, factors in the distance traveled and that includes discounted bus-to-train transfers and free train-to-bus transfers.

⇒ We demand that the MBTA implement **automated fare collection** as soon as possible.

GIVE US A SEAT AT THE TABLE FOR TRANSPORTATION DECISION-MAKING !

The Problem:

State decision-making and planning processes are complicated and confusing. It is unclear if public participation has any impact on the outcome of the processes.

- The **MBTA** has its own planning process, the **Program for Mass Transportation**, which must be completed every five years. The last one was done in 1993, and before that, 1978. Every year, the MBTA also completes a Capital Investment Program (CIP) to outline the capital improvements slated for the next five years. The CIP is supposed to adhere to PMT. Both of these have their own public processes that include public comment periods and public hearings.

- The State has its own transportation planning processes, which are guided by the **Metropolitan Planning Organization**, or MPO which is made up of representatives from state transportation agencies and several cities and towns in the Boston region. The MPO just completed the **Regional Transportation Plan 2000 – 2025** (RTP), with recommendations for highway and mass transit projects (it has a twenty five-year planning horizon and is updated every three years). It is the plan used by the Environmental Protection Agency (EPA) to determine if the long-term transportation plans in the region meet Clean Air Act requirements. It also dictates which projects federal funds will receive federal funds. The draft RTP was completed in summer 2001 but it must be certified by the federal government before any federal transportation dollars can be allocated. To maintain its certification, the MPO must meet certain environmental justice requirements. An Ad Hoc committee on environmental justice was convened to develop environmental justice criteria to review projects to analyze whether the MPO provides equally for all communities. The committee completed that analysis and recommended projects to include in the MPO. Two projects prioritized by the committee (light rail replacement service on Washington Street and 100 additional clean fuel buses) were not included in the final MPO.

- The MPO also completes the **Transportation Improvement Program (TIP) and the Unified Working Plan (UWP)**. Both have a 3-year planning horizon. The TIP, based on the RTP, lists projects which will receive federal funding over the next three years. The UWP is a list of projects which will receive further study over the next three years. Projects listed in the TIP must be well-planned, having already received substantial attention from transportation agencies.

- Several **regulatory and legal processes** also play a role in shaping our public transit system. For instance, the Executive Office of Transportation and Construction signed an Administrative Consent Order with the Department of Environmental Protection that dictates mitigation for the Central Artery Project, including a schedule for the purchase of 358 clean fuel buses and for replacement service on Washington Street.

What we need to create a community-driven transportation planning process:

⇒ Transportation decision-making at all levels must be **fair, democratic, accessible, and accountable to public transit riders**.

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⇒ The **Metropolitan Planning Organization** must add **seats for community residents** to allow for effective participation in transportation infrastructure decisions.

⇒ The **MBTA Board of Directors** must designate a **majority of seats to represent public transit riders**.

⇒ The MPO must complete an environmental justice analysis of all proposed transit projects as soon as possible. Once the analysis as done, the RTP should be revised to better provide for communities whose needs have historically been ignored.

⇒ The MPO and the MBTA must **streamline their planning processes** to better allow for public participation.

⇒ Transportation planning agencies must provide **longer public comment periods.** Mandatory **responses to public comments** to be provided no later than 90 days after the close of public comment.

LINK TRANSPORTATION IMPROVEMENTS TO THE CREATION OF DIVERSE, LIVABLE COMMUNITIES WITH DENSE, MIXED-USE DEVELOPMENT, INCLUDING HOUSING AFFORDABLE TO ALL INCOME LEVELS

The Problem:

Who will benefit from improvements in public transit? From new bicycle and pedestrian facilities? Unless we demand that sustainable transportation investments be linked to investments in neighborhood affordability, our biggest transit victories may become environmental justice disasters. If we succeed in securing massive new investment in transit infrastructure, without doing something to control the price of housing that surrounds those improvements, one result might be more gentrification and displacement of existing residents. There may be better air quality and fewer cars in the city, but environmental justice cannot be achieved if residents in lower income areas are forced out and do not benefit from improvements.

For example, in the 1960s and 1970s, Somerville's Davis Square was a working class neighborhood with poor access to public transit. The positive and negative consequences of extending the Red Line to Davis Square could have been anticipated years before the station opened in 1984. Though land in Davis Square remained relatively cheap, little or nothing was done to control housing costs or build new affordable housing in the neighborhood. Davis Square is a vibrant transit hub. However, housing prices in or near the Square have skyrocketed. Long-time family-owned businesses have been largely forced out.

As advocates for environmental justice, we cannot afford to ignore such obviously predictable consequences. Nor can we allow our transportation agencies to deny the consequences of their actions on future land uses. Our streets are already clogged with traffic, are unsafe to cross, and are unfriendly to bicyclists. We need solutions that ensure that transit, bicycle and pedestrian improvements make communities more livable and benefit current residents in existing neighborhoods.

What we need for livable communities with dense, mixed-use development including housing affordable to all incomes:

- Regional transportation planning must be **directly linked to land use planning**, with particular attention to how transit improvements impact housing costs, pedestrian safety and bike safety.
- Transit, bicycle and pedestrian improvements must be accompanied **by adequate resources to increase and maintain affordable housing**. The social investment of taxpayer's money must not be used to drive out low and moderate income people who worked for these improvements.
- Guidelines for Transit Oriented Development, which currently include proposed land use changes like reduced parking at subway stops and denser development overall, must also **include guidelines to ensure affordability**.
- Specific **guidelines for "affordability" must be developed that are relevant to existing Boston renters, who have a median income of only $27,700**. In particular, we support the campaign of the Boston Tenant Coalition for 10,000 permanently affordable homes by the year 2005. The campaign defines "affordable" as available to those below 80% of the median income, with large set asides for those below 30% and those between 30% and 60% of the median income. *Permanently* affordable refers to housing that is deed restricted outside the market, whether rental or home ownership. Such a program targets those threatened with displacement and provides protection against the market side effects of transit improvements.

- We demand that the city and town **zoning codes be updated to reflect Transit Oriented Development priorities**. Specifically, zoning codes that require minimum parking ratios and low density development must be reevaluated based on these priorities.

- Increased **regulatory rent and eviction protections** for tenants must be created in order to prevent displacement of low and moderate income people as a result of transit improvements.

- **Public transportation infrastructure must remain publicly funded, publicly planned, and publicly accountable.** The budgeting process must not be designed to foster dependence on private developers and corporate donors for services that belong in the public domain. Privatization of transportation funding will lead to privatization of planning, and to redirection of services to meet the needs of private, for-profit entities rather than the entire community. State funding meet the expanding transit needs of a growing region to foster both community development and economic growth.

Chapter 3

Petition and Forms

TO: Anne S. McGahan, Chief Planner
Central Transportation Planning Staff
State Transportation Building
10 Park Plaza – Suite 2150
Boston, MA 02116

FEB 28 2002

FR: Fred Berman, 25 Cherry Street, Somerville, MA 02144

Fred Berman

DA: February 25, 2002

RE: Boston MPO Transportation Plan

My comments echo the Mayor's remarks and the remarks of many of my fellow Somerville residents who attended the public hearing in Somerville on February 13, 2002. We seek: (1) top prioritization and adequate funding for an Orange Line T Stop at Assembly Square, (2) funding for Green Line Extension through Union Square to Medford [I urge you to consider a connecting spur from a Tufts T Stop to the Red Line Davis Square Station.], (3) funding to plan and implement improvement of the I-93 interchanges at Assembly Square, and (4) funding to plan and implement second phase Urban Ring components connecting Assembly Square/Sullivan Station and Union Square with points in Cambridge.

I am also attaching petitions which I developed and distributed primarily at the Democratic Caucuses in Somerville. (State Rep Pat Jehlen also e-mailed them as part of her newsletter, generating some additional signatures.) Although those caucuses were highly competitive, there was almost uniform support for these petitions among the attendees. In the end, the 200-plus signatures that were collected may appear insignificant, as compared with the total population of Somerville. (I should have at least distributed the petitions at the February 13 meeting!) What is most significant about the petitions, and what I hope you will get a sense of from their inclusion in my testimony is **how easy it was to get signatures: despite our many other political differences in Somerville, there is very broad-based support for these transportation improvements.**

Finally, I am including a request for planning funds to study a strategy for developing express train service on the Green Line between Kenmore and Park Street. Funding for this study should not displace funding or prioritization of any of the aforementioned projects.

Top Priority: Orange Line T Stop at Assembly Square

I urge the Boston MPO to highly prioritize and fund development of an Orange Line T stop in Assembly Square as part of its five year plan. The T stop is a critical component of healthy, mixed use economic development planned for the area. As described by Steve Cecil's report, a T stop is essential to successful mixed use development including office and residential space. Without the T stop, there will be huge pressure to focus short term development on big box retail uses and hotel space, and to expand highway capacity in order to accommodate the demand for automobile access that such development requires. Once big box retail developments are in place, they will define the possibilities of the site for the next twenty years.

The Assembly Square area is highly congested and suffers from the air pollution associated with that auto congestion. Although fixing the many driving bottlenecks in the area would reduce congestion, a more appropriate first priority is creating a viable alternative to driving for people who want to get there. Creating easy T access to Assembly Square must go hand-in-hand with the planned development of office and residential and recreational destinations at that site. Although there are also new retail establishments planned for that site, parking limitations required by the State (and by sound environmental planning practices) will necessitate the availability and use of public transportation as a means of access to even those destinations. Lack of a T Stop at Assembly Square would undermine any meaningful development at that site. Once meaningful transit access is available, residual congestion could be addressed by undertaking the necessary improvements to the various interchanges and local roads.

Second Priority: Green Line Extension through Union Square to Medford, with a Connecting Spur from Tufts to Davis Square Red Line T Stop

This is a three-pronged request: First, that the MPO prioritize Green Line extension from Lechmere through Somerville to Medford. Second that the extended Green Line stop near Union Square on its way to Tufts and Medford. Third, that the extended Green Line offer spur service (every other train?) to and from the Red Line Davis Square T stop.

This is a corridor that is seriously under-served by busses, that is heavily congested with traffic traveling to and from Boston, and that is ideal for transit development: for the most part, the tracks are already there.

Stopping in Union Square is worth the additional cost. First of all, it is part of sensible economic development of the Square. At present, traffic congestion from Sullivan Square to Union Square is miserable, stymieing any real possibility of economic development at the Square. Travel across Somerville from Davis or Powderhouse Squares to Union Square is indirect and slow, congesting Highland or Broadway, and requiring cutovers down residential streets into Elm Street, which is often bottlenecked near the Square.

A spur connection from a Green Line Tufts stop to the Red Line Davis stop would elegantly close an important loop and would effectively link Cambridge and Medford. Tunneling from tufts to Davis would not entail major structural support for nearby buildings, since College Av is a wide street with only houses and relatively small churches.

Third Priority: Implementation of Phases 1, 2, and 3 of the Urban Ring

At present the only way to use public transportation to get to and from destinations around the perimeter of the Boston metropolitan area is to travel into and then out of downtown Boston – which is an inefficient use of time – or to take one of the few crosstown buses which travel on congested roads. Not surprisingly, whenever possible, people traveling around the perimeter choose to drive instead of taking the T. The Urban Ring is the obvious alternative for reducing unnecessary trips along the corridors radiating to and from downtown Boston, and making it easier to travel to and from destinations closer to its perimeter. A sensible public transportation connection from Sullivan or Assembly Square to Union Square and then to Central or Harvard Square would offer an attractive alternative to driving between important centers, and would promote healthy, economic development that does not depend upon the automobile.

Phase 1 has already begun in the sense that there are some crosstown buses. These are infrequent, and often get stuck in the traffic congestion. Developing some kind of exclusive right-of-way for public transit – the essence of phases 2 and 3 – is essential to making public transportation more attractive than simply battling your way through traffic in your own car.

Fourth Priority: Developing Better Highway Access at Assembly Square

Once we have established public transportation as an acceptable alternative for travel to and from Assembly Square, it becomes time to address traffic bottlenecks on and off I-93. Once we have addressed the need for access by people who don't need cars in order to address their travel needs (i.e., they are not shopping for large or heavy or numerous items), then it is time to address the needs of drivers who really do need their cars in order to successfully accomplish their mission at Assembly Square. Highway improvements are the next step to pollution reduction. If there were better highway access to Assembly Square, as well as the aforementioned public transit access from Assembly or Sullivan Square to Union Square and Cambridge, the Orange Line Park and Rides would become even more useful, and could be converted to structured and underground parking (e.g., like the Boston Common Parking Garage) to accommodate more cars and thereby reduce congestion into and out of the heavily traveled I-93 corridor.

A Non-Somerville-Related Planning Study: Developing Express Service Between Kenmore and Park

A huge percentage of Green Line riders are traveling to or from Park Street. Sometimes it takes as long to get from Kenmore to Park (or vice versa) as it takes to get from Kenmore to one's outlying Green Line destination. When a Green Line train runs "express" on the same tracks as local trains are using, this "express service" takes almost as long as if the train were making all the local stops. If there were a separate track that could be used for express service in each direction (conveniently, there are four tracks each at Kenmore and Park), then persons trying to get to or from the intermediate stations could take local circulator trains looping between Kenmore and Park. By cutting down on the congestion, we would cut the travel time for each inbound and outbound ride, and could run more trips for the same labor cost, reducing crowding on the trains and, increasing the carrying capacities of these lines.

This is a planning priority, not a construction priority, as there, of course, details to work out. However, given the fact that the surface uses of the straight-line-corridor between Kenmore and Park are entirely parkland, tunneling between these two Green Line stops would be relatively low cost. The two challenges would be crossing the Boston Common Parking Garage and crossing the Green Line tracks to Arborway. These are not impossible engineering challenges.

We the undersigned residents of Somerville, urge the Boston MPO to more highly prioritize, and to allocate adequate funding for (1) development of an Orange Line T stop at Assembly Square within the next five years, (2) extension of the Green Line, with a stop near Union Square, (3) implementation of an Urban Ring design which connects Assembly Square and Union Square to other regional centers, and (4) planning support for and then implementation of appropriate revisions of the I-93 interchanges at Assembly Square. We believe that these projects are necessary to, and complement the ongoing planning for, healthy, environmentally sound, economic development in Somerville.

Printed Name	Signature	Address
Michelle Bowler	Michelle Bowler	18 Cutter St Som
Doris Carucci	Doris Carucci	75 Myrtle St
Thomas O'Connor III	Thomas O'Connor III	18 Minnesota Ave. Somerville
THOMAS J. O'CONNOR	Thomas J. O'Connor	18 Minnesota Ave. Som.
NORMA MATTOS	Norma Mattos	168 Pearl St. Som.

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Printed Name	Signature	Address
JAMES F LEGEE	James F Legee	51 HALL AVE
Michael Legee	Michael Legee	51 Hall Ave
DUPLEY HARTUNG		32 CLIFTON ST
Ellen Mason	Ellen Mason	22 Clifton St
Mark D Stern		34 Liberty Ave
Adina Davison	Adina Davison	80 Lowden Ave
Aldo Veronezzi	ALDO VERONEZZI	8 WINDSOR RD
Joseph Piro	JOSEPH PIRO	9 Pearson Rd 6-3
Jennifer Widmer	Jennifer Widmer	922 Broadway #3
Lori Segall	Lori Segall	25 Cherry St

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Printed Name	Signature	Address
Lou Ann David	Lou Ann David	1374 Broadway #3G Somerville 02144
John R. Reinhardt	John R. Reinhardt	25A Cherry St Somerville MA 02144
Helen Corrigan	Helen Corrigan	76 Irving St Somerville 02144
Fabiola Alvarez	Fabiola Alvarez	63 Wheatland St Somerville, MA 02145

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Printed Name	Signature	Address
Donna Gribble	Donna L Gribble	67 Willow Ave. Somerville, MA 02144
Chuck Clayton	Chuck Clayton	SAME
Caroline Normand	Caroline L. Normand	57 Meacham Rd, Somerville MA 02144
JOHN J CORRIGAN	John J Corrigan	76 Irving St. Som Ma. 02144
Helen Corrigan	Helen Corrigan	76 Irving St Som MA 02144
Robert A. Mackie	Robert A. Mackie	16 Park Ave., Somerville, MA 02144
Mike Canavan	Michael D. Canavan	46 Spencer Av. Som.
STEPHEN McDONALD	Stephen McDonald	74 BAY STATE AVE
Kathryn T Kinder	Kathryn T Kinder	74 Bay State Ave Som
Joshua Robin		74 Bay State Ave
Brendan Quirk		24 Dearborn Rd.

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Printed Name	Signature	Address
Jeff Levine		48 Springfield St Somerville 02143
Christine Wrigley	Christine Wrigley	74 Craigie Street, Somerville 02143
Mary Jo Bohart	MARY JO BOHART	9 Willoughby St. Somerville 02143
Stuart O'Brien		60 Prescott St Somerville 02143
EAMON McGILLIGAN		68 ROSELAND ST. #3 SOMERVILLE MA 02143
MAUREEN	M. LIBERATORE	42 BAY STATE AVE SOMERVILLE, MA 02144
Kristi Chase	Kristi Chase	26 Bow St. Somerville, MA 02143
Alfred Preston		131 Albion St Somerville Ma 02144
Ralph Vetters		67 Walnut St. Somerville 02143

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Printed Name	Signature	Address
Nelson Salazar	Nelson Salazar	73 Derby ST Som 02145
Melissa McWhinney	Melissa L McWhinney	16 Dickson st. Som. 02144
Silvio Almanzar		16 BONAIR ST Somerville 02145
Claryce Evans	Claryce L Evans	32 Milton St. Somerville 02144
Alicia Barnes	Alicia B	18 Day St Somerville 02144

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Printed Name	Signature	Address
JASON BRINDEL	[illegible]	91 MUNROE ST., 2R
Jessica Williams	Jessica Williams	91 Munroe St 2R
Deborah Pacini	Deborah Pacini	20 Pleasant Ave
Janine Fay	Janine Fay	43 Munroe St
Edward P. O'Brien	[illegible]	74 Boston St.
Patricia O'Brien	Patricia O'Brien	74 Boston St.
J. W. Kerylo	J. W. Kerylo	208 Summer
Lynn McWhood	Lynn McWhood	45 Ibbetson St. # 3
Matt Kalinen	[illegible]	106 Belmont St.
Melissa Carlson	Melissa Carlson	106 Belmont St.
John O'Brien	[illegible]	7 Belmont Place
Paula Mackey	Paula Mackey	12 Benton Road

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Printed Name	Signature	Address
JASON KNIGHT	[signature]	18 ROGERS AVE
Kathleen Kennedy	Kathleen Kennedy	168 Albion St #2
Philip Chonacky	[signature]	168 ALBION ST. #2
NICOLE ST. CLAIR	[signature]	30 GLENWOOD RD. S'ville
Paula Bartin	[signature]	23 Albion St
Ram Kelath	[signature]	330 Lowell Street
Katrina Murray	[signature]	36 Rogers Ave
[signature]	MELISSA C FOX	79 Benton Rd
[signature]	[signature]	13 Prichard Ave
Susan Moynihan	[signature]	16 Ames St

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Printed Name	Signature	Address
[illegible]	Joan Mallon	20 Lincoln St Som
LEA BOWLER	Lea Bowler	18 Cutter St.
Marsha McGlashing	MARSHA McGLASHING	33 Illinois Ave Som.
Michael C Bowler	Michael C Bowler	18 Cutter St Som.
JOHN Hardy	John Hardy	16 Perry St. Somerville
ELIZABETH PANFRET Elizabeth Panfret	Elizabeth Panfret	18 Indiana Ave. Som.
Augusta Sullivan	Augusta Sullivan	20 Lincoln ST Som.

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Printed Name	Signature	Address
Walter F. Mattos	Walter F. Mattos	168 Pearl Street
Joseph C. LAPIANA	[illegible]	89 Penn ave
[illegible]	[illegible]	93 Flint St
JOHN CARUSO	John Caruso	93 FLINT ST
KIM MITCHELL	[illegible]	281 MEDFORD ST.
PETER KONIUTO	[illegible]	281 Medford St.
Walter M. Roche	William M Roche	17 MacArthur ST.
Ellin Reisner	[illegible]	51 Mt. Vernon St.
Joseph E Favalora Jr	[illegible]	27 Franklin ST
EUGENE POUFFET	[illegible]	18 INDIANA AVE
Dennis M. Sullivan	Dennis Sullivan	8 Florence St.
LYNDA J. WILLS	Lynda J Wills	8 MacArthur St.
Elio L. Russo	[illegible]	11 GEORGE ST
Gerald August	Gerald J August	28 Flint St
Daniel LeBlanc	Daniel LeBlanc	92 Glen Street
Paula Bowie	Paula Bowie	92 Glen St.

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Printed Name	Signature	Address
RICHARD M.W. BAUER		58 BERKELEY ST
AMY WYETH		7 Fennell Street.
		152 Curtis St. Somerville
Roberta Bauer		58 Berkeley St.
Katherine Wallace		23 Elm Street, #205
PAUL LOMBARDO		117 School ST. Som
DAVID D. SCHWARTZ		64 BOW ST., 02143
		60 Curtis St
STUART GARDNER		92 School St
Karla Ratliff		42 Highland Ave Apt. 3
Catherine Fernbach		8 Westwood Road
Jean Vallon		8 Westwood Rd 02143
William T. Gage		58 Columbus Ave. 02143
Francis M. Toomey		8 Colombus Ave 02143
		63 WALNUT ST 02143
Robert L. Ganofsky		20 Pleasant Ave 02143

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Printed Name	Signature	Address
[illegible] Brukilacchio	[illegible]	16 Holyoke Rd Somerville, MA 02144
Michael A Fagen	Michael A. Fagen	31 Partridge Ave. Somerville MA 02145
Jonathan McDowell	J. C. McDowell	23 Elm St 305 Somerville MA 02143
Lisa Maiyels	[illegible]	19 Rogers Ave 02144
Miranda Grace	Miranda Grace	481 Medford St. Somerville MA 02145
Andres Bermudez	[illegible]	481 Medford St. Somerville, MA 02145
Julie Mack Davenport	Julie Mack Davenport	34 Lexington Ave Somerville
William J. Davenport	[illegible]	34 Lexington Ave Somerville
Jonathan Rich	[illegible]	21 Lexington Ave Somerville MA
William La Bennett	[illegible]	21 Lexington Ave., #2 Somerville, MA
Mario Ribeiro	Mario Ribeiro	71 Cedar Street
Maria Ribeiro	Maria Ribeiro	71 Cedar St Somerville Mass 02143
Jennifer Ribeiro	Jennifer Ribeiro	71 Cedar Str.
Stanley M Kotyn III	[illegible]	107 Highland Rd.
Angelina Lucido	Angelina Lucido	9 Boston Ave
Anthony Lucido	Anthony Lucido	9 Boston Ave

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Printed Name	Signature	Address
THOMAS DAVENPORT	Thomas Davenport	33 Trull St Som
DORIS SHANNON	Doris L Shannon	27 Rogers Ave - Som.
PAULINE O'DONOVAN	Pauline J O'Donovan	31 Rogers Ave Som'l
Denise O'Donovan	Denise O'Donovan	286 Highland Ave Som
Brian O'Donovan	Br-ODo	286 Highland Ave Som
Janel Rice	Janel Rice	15 Ashland St, Apt 1 Somerville
William Medeiros	William Medeiros	36 Gilbert St Som. 02143
John Prendergast Jr	John Prendergast Jr.	120 Bartlett St Som. 02145
Larry Gertzog	Larry Gertzog	118 Hudson St Somerville 02144
Dassia N. Posner	Dassia Posner	28 Cedar St Somerville
Edward Rondo	82 Highland Pl	Ed Rondo
Sean O'Donovan	Sean O'Donovan	31 Rogers Ave Som
Kathleen Molloy Kathleen Molloy	Kathleen Molloy	76 Elm St #2 Somerville
John Sullivan	John L Sullivan	56 Hudson St Som
Jennifer Dorsen	Jennifer	83 Josephine Ave Som.
Elizabeth Fancher	Elizabeth Fancher	47 Adams St Somerville

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Printed Name	Signature	Address
KIRSTEN S RUSSELL	DR. KIRSTEN S. RUSSELL	182 CENTRAL ST.
JOANNE M. BRISBOIS	Joanne M Brisbois	33 LINDEN AVE
JOSEPH P BRISBOIS SR	Joseph P. Brisbois	33 LINDEN AVE
Anthony ANTHONY WOODO	Lucido	9 Boston Ave
PATRICIA McLAUGHLIN	Patricia McLaughlin	10 Boston Ave.
Robert M McLaughlin	Robert M McLaughlin	14 Boston Ave
Patricia Pacheco	Patricia Pacheco	100 Bartlett St
Amanda Pacheco	[illegible]	100 Bartlett St.
Charlie Gibson	Charlie Gibson	59 Elm St.
Rebecca Gibson	Rebecca Gibson	59 Elm St
Sheila Ehrens	SHEILA EHRENS	60 ADAMS ST.
Sara Merin	Sara F. Merin	74 Cedar St. #2
Patrick Bean	Pat Bean	17 Pembroke CT
Sam Kadish	Samuel T. Kadish	67 Adams St. #2
JAMES A SHANNON	James A Shannon	27 ROGERS AVE. Som
Brian Posner	Brian Posner	28 Cedar St. Som.

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Printed Name	Signature	Address
Lori C Manz	Lori C. Manz	182 Highland Ave #2
Alex Feldman	Alex Feldman	80 Rogers Ave,
Jessica Baumgart	Jessica Baumgart	271B Highland Avenue
Nicole Jellinek	[illegible]	18 Rogers Ave Som.
Mary Walker	MARY WALKER	425 BROADWAY #24
[illegible]	James A Norton	30 Partridge Ave Som.
Rita [illegible]	[illegible] St.	[illegible] St.
GEORGE LANDERS	George M. Landers	173 Albion St. Som. - 5-3
Denise Provost	Denise Provost	20 Albion St. Somerville 5-1
[illegible]	David Martin	20 Acadia Pk #2
KATE WYLIE	Kate Wylie	44 Porter ST #3
Marjorie Polster	Marjorie J. Polster	31 Albion St.
Gary Simoneau	Gary Simoneau	117 Hudson Street Som 5-3
Tom Kirby	[illegible]	7 Pembroke Street #1
Harris Gruman	Harris L. Gruman	242 Summer St
Mitch Evich	Mitchell D. Evich	117 Hudson St

and Metro Boston

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Printed Name	Signature	Address
Denis J Cheagron		51 Sunset Rd Somerville, MA 02144
Ted Hamann		106 Holworthy St Cambridge MA 02138
Sonia Pinto-Torres		8 Gilson Ter. #3 Somerville, MA 02143
Liz Romano		12A Tower St Somerville, MA
Lindsay Harrison		23 Sacramento Pl Cambridge, MA 02138
Irene Chen		Apt 23E3, 550 Memorial Dr, Cambridge MA 02139
Michael Schmidlinger		23 Sacramento Pl. Cambr. MA 02138
Eric Stern		20 Brimmer #3F Boston, MA 02108
Barton Kamrin		28 King St. Boston, MA 02122
KATE SNOW		256 King St Boston, MA 02122
Annie Gjelsvik		2 Wyatt Circle Somerville, MA
Cathy Armer	Catherine D. Armer	35 Rosemont St #3 Dorchester MA 02122
Catherine Rich	Catherine Rich	39 Concord Sq - Boston 02118
Eric Smithfield		136 Hancock St. #3 CAMBRIDGE 02139
Stuart Heebner		35 Rosemont St. #3 Dorchester MA 0212[illegible]22
Rebecca Goncker		267 Park St #2 Boston, MA 02132
ANGELA DASKALOS	Angela Daskalos	28 Locke II Ave. WATERTOWN, MA 02472

February 2002

more info www.the-ville.com/mysticview

We the undersigned, who live or work in Somerville, And Metro Boston urge the Boston MPO to more highly prioritize, and to allocate adequate funding for (1) development of an Orange Line T stop at Assembly Square within the next five years, (2) extension of the Green Line, with a stop near Union Square, (3) implementation of an Urban Ring design which connects Assembly Square and Union Square to other regional centers, and (4) planning support for and then implementation of appropriate revisions of the I-93 interchanges at Assembly Square. We believe that these projects are necessary to, and complement the ongoing planning for, healthy, environmentally sound, economic development in Somerville.

Printed Name	Signature	Address
Rachel Bauer	Rachel Bauer	51 Sunset Rd Somerville MA 02144
Louana H. Everts	Louana H Everts	230 Fellsway Somerville MA 02145
Elaine Pinches	Elaine Pinches	1016 Thorndike St. Brookline MA 02446
Meridith Levy	Meridith Levy	8 Gilson Terrace, #3 Somerville, MA 02143
Kay Winebrenner	Kay Winebrenner	33 Whitfield Rd Somerville, Mass. 02144
David Lee	David Lee	8 Gilson Ter #3 Somerville MA 02143
Kathleen Wick	Kathleen Wick	271 Alewife Brook Pkwy Somerville MA 02144
Kimberly Sansaricq	Kimberly Sansaricq	194 Hamilton St Cambridge, MA
Leslie F. Herzert	Leslie F Herzert	9 St. James Ave Somerville MA 02144
Amanda M. Dickerson	Amanda M Dickerson	53 Hawthorne St. Somerville, MA 02144
Tajah Holmes	Tajah Holmes	551 Worcester Rd Framingham, MA 01701
Bethany Carlson	Bethany Carlson	103 Boston Ave Somerville 02144
Carolyn Moore	Carolyn S Moore	1955 Commonwealth Ave, #14 Brighton, MA 02135
Sona Bari	Sona Bari	36 Carlton St Cambridge MA 02138
SOPHIA MANSORI	Sophia Mansori	73A DOVER ST. SOMERVILLE MA 02144
Laurel Bradley	Laurel Bradley	14 Trapelo Road Belmont, MA 02478

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Printed Name	Signature	Address
Patricia D. Jehlen	Patricia Jehlen	67 Dane St., Somerville
Zachary Grunko		37 Adrian St. #2
Paula Stuart	Paula Stuart	70 Summer St.
ALAIN JEHLEN	Alain Jehlen	67 Dane St. Som. 02143
WENDY JEHLEN NAYAK	Wendy Jehlen Nayak	67 DANE ST SOM. 02143
Carolyn Taylor	Carolyn Taylor	29 Powderhouse Ter Som 02144
James Kaplan	James Kaplan	48 Liberty Avenue, 02144
BILL BUMPUS		29 Fountain Ave 02145
DUDLEY HARDING		32 Clifton - Som - 02144
Wayne O'Neil		11 Village St, #3 02143
Deborah L Wilkes	Deborah L Wilkes	82 Summer St #2 Somerville MA 02143
J.A. PIZINDIVILLE		29 Boston Ave Som 02144
Brian Duplisea	Brian S Duplisea	165 Hudson St #2 Som 02144
Rodney Ward		177 Central St, first floor Somerville, MA 02145
Warren Goldstein-Gelb		74 Boston Ave Somerville, MA 02144
TODD KAPLAN		44 Kidder Ave Somerville MA 02144

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PLAN UPDATE 2001

PLEASE SHARE YOUR COMMENTS AND IDEAS

ON THE

MPO UPDATE 2001

REGIONAL TRANSPORTATION PLAN

More service than the 2 morning & 2 evening runs would be simply more convenient. Also the buses are getting more and more crowded with more frequent standing room only. The quality, overall, of the buses is great. As congestion on the roads continues to ~~worse~~ worsen, HOV lanes would make bus travel more attractive and more competitive with trains. Internet access would also be highly attractive (for a fee).

Please add my name to the mailing list.
(Please provide your complete address.)

Name _____

Address _____

E-mail _____

Please Return to:
CTPS
Room 2150, Attn: Anne McGahan
10 Park Plaza
Boston, MA 02116

PLAN UPDATE 2001 QUESTIONS FOR WORKSHOP PARTICIPANTS

Please consider the following questions as you participate in this workshop's discussions on the Plan Update. These questions will guide discussions at the Policy and Program stations, respectively. You may also find this two-sided form useful for recording your comments. If so, please hand them in this evening, or return by mail to the address shown below.

QUESTIONS REGARDING POLICIES

Which of the MPO Policies are most important to you?

Public transit and pedestrian/bicycle improvements

How should the transportation network be changed to improve your ability to get where you need to go or to transport goods?

Build/designate more bike lanes; maintain bike lanes, keep bike lanes free of snow in winter. Extend T (subway) service to reach more neighborhoods and at greater frequency. Invest in rail over bus service - rail is more comfortable.

How should economic development plans affect transportation investments?

How can the MPO best promote air quality? What specific steps should it take?

Reduce traffic by promoting use of public transit. Improve transit by building new rail lines to serve a greater proportion of existing neighborhoods. Encourage biking by building safe bike lanes of the kind common in Europe.

What are your suggestions, both general and specific, for providing for fair treatment regarding transportation services and burdens (e.g.. environmental impacts)? Are there specific investments the MPO should make?

Is it more important that the Boston MPO invest in transportation system (highway and transit) preservation as opposed to expansion? Specifically, which part of the system needs to be better preserved and where should expansion take place?

That needs to be evaluated on a case by case basis, though I am generally in favor of expanding transit over highways. Specific expansions I favor include extension of green line towards Somerville, red-blue connection, urban rina.

Questions Regarding Projects

Are there projects missing from the universe of projects that should be included in it? What are the reasons for including these projects? Please list the four projects from the universe that you feel are most important.

Bike projects + pedestrian projects are missing.

Most important: Red line / Blue line connector
Urban ring
green line extension
Extend commuter rail to Providence airport

Is the current transportation system serving your needs? If not, where would you like to see improvements?

Yes, but I would be happier with more bike lanes, ~~and~~ with better maintenance of bike lanes, and with more places to park bikes.

Should the MPO focus transportation dollars in areas where there is existing development? Or in areas of proposed development?

Focus on existing development
But: could also work with proposed developments to coordinate new neighborhoods with transit, to encourage use of public transit

Where would you like to see economic development and residential growth occur? How should the transportation system accommodate them?

As much as possible new growth + development should occur within already developed areas and with easy access to transit. When necessary, new streets should be built keeping pedestrians and cyclists in mind so as to make walking/cycling as pleasant/convenient as driving.

Describe your vision for regional transportation.

Less car traffic overall, some streets closed to traffic and only open to pedestrians, bicyclists + light rail (Mass Ave? Newbury St?) Traffic-free squares, + rail transit access in all neighborhoods,

General Question

Do you feel that workshops and small group discussions are a useful format for involving citizens and officials in MPO transportation planning? Please give reasons for your answer. How would you like to be contacted about transportation issues in the future?

By email: ililcarmi@hotmail.com

Please Return to:
CTPS, Room 2150, Attn: Anne McGahan, 10 Park Plaza, Boston, MA 02116,

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QUESTIONS REGARDING POLICIES

Which of the MPO Policies are most important to you? THESE POLICIES ARE ALL INTERCONNECTED — WE DO NEED TO SEEK PUBLIC INPUT BUT ONLY W/ PUBLIC EDUCATION & AWARENESS - INFORMED PUBLIC MAKES INFORMED DECISIONS — PUBLIC IS DIVERSE AS YOUR POLICIES NOTE. MULTI MODAL & INTERMODAL & ENVIRONMENTALLY SOUND IS IMPORTANT — LOCAL LAND USE POLICY IS NOT NECESSARILY GOOD - IMPROVING WHAT EXISTS & MAINTAINING WHAT EXISTS IS IMPORTANT. PUBLIC PRIVATE PARTNERSHIPS ELIMINATES AN US/THEM ATTITUDE & IMPROVES RESULTS

How should the transportation network be changed to improve your ability to get where you need to go or to transport goods? LOCAL — SOMERVILLE - COMMUTER RAIL NEEDS TO STOP & NOT ~~EXPRESS~~ JUST GO THROUGH THE CITY. T' SHOULD HAVE AT LEAST ONE MORE STOP IN UNION SQ AREA — COMMUTER RAIL INTERSECTION NEAR — BIKE ROUTES DEFICIT ESTABLISHED - PEDESTRIAN ~~WAYS~~ FRIENDLY MAJOR ROADS — CONNECTION TO THE INNER/MYST FOR GREEN/BLUE WAY — BOAT/BIKE/PEDESTRIAN/PUBLIC RAIL BETTER THAN VEHICULAR AUTO — TRUCKS SHOULD HAVE TO SCALE DOWN IN SIZE TO TRAVEL THE CITY STREETS — MORE 'ZIP' CAR OPPORTUNITIES REQUIRED — ~~BEEN~~ EASIER TO GET OUT OF TOWN ON BIKE & RAIL THAN TO GET AROUND TOWN — KEEP GOING IN THIS DIRECTION.

How should economic development plans affect transportation investments?
THEY SHOULD WORK HAND IN HAND - ONE INFLUENCES THE OTHER & ENCOURAGES THE OTHER ~~THEN~~ THERE ARE DIFFERENT LEVELS OF INVESTMENT THAT HAVE VARIED IMPACT — TIE BACK TO THE BRANCHES PROGRAM W/ BIKE TO THE BRANCHES CREATES BIKEWAYS & PARKS WHICH RAISE PROPERTY VALUES & ON & ON. — LOW INVESTMENT W/ HIGHER IMPACT. — CREATIVE EVALUATION

How can the MPO best promote air quality? What specific steps should it take?
ALTERNATIVE MODES / FUELS / FEWER AUTO OPPORTUNITIES COUPLED W/ BETTER PUBLIC OPPORTUNITIES — ~~BEEN~~ PROMOTE DESIGN GUIDELINES THAT ENCOURAGES TREE PLANTING OR VEGETATION OPPORTUNITIES THAT UNDERSTANDS NEEDS OF VEGETATION — (NOT TREE PITS!)
BIKE TO TRAIN ETC. — COMBO OPPORTUNITIES

What are your suggestions, both general and specific, for providing for fair treatment regarding transportation services and burdens (e.g.. environmental impacts)? Are there specific investments the MPO should make? FOR THE GOOD OF THE WHOLE —

Is it more important that the Boston MPO invest in transportation system (highway and transit) preservation as opposed to expansion? Specifically, which part of the system needs to be better preserved and where should expansion take place?

PLAN UPDATE 2001 QUESTIONS FOR WORKSHOP PARTICIPANTS

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QUESTIONS REGARDING POLICIES

Which of the MPO Policies are most important to you?

Minimize pollution
Improve and expand existing public transportation systems

How should the transportation network be changed to improve your ability to get where you need to go or to transport goods?

More cars on the green line
a way to get through Boston when traffic is bad

How should economic development plans affect transportation investments?

Informed but careful
(utilities underground!)

How can the MPO best promote air quality? What specific steps should it take?

Charge inefficient vehicles more money - Road tax
Clean public transportation

What are your suggestions, both general and specific, for providing for fair treatment regarding transportation services and burdens (e.g.. environmental impacts)? Are there specific investments the MPO should make? Somerville is undersewed by rail connector.

Phase allow MUTF to make a presentation to the mpo for a reasonable discussion of the issue

Is it more important that the Boston MPO invest in transportation system (highway and transit) preservation as opposed to expansion? Specifically, which part of the system needs to be better preserved and where should expansion take place?

Questions Regarding Projects

Are there projects missing from the universe of projects that should be included in it? What are the reasons for including these projects? Please list the four projects from the universe that you feel are most important. Urban loop
Assembly Square Orange Line Stop
Green line extension into Somerville
Environmental Improvements

Is the current transportation system serving your needs? If not, where would you like to see improvements?
- More trains going from Downtown Crossing to Lechmere & further into the Somerville neighborhood.
- More room for bike lanes on projects
- Orange Line stop @ Assembly Square.

Should the MPO focus transportation dollars in areas where there is existing development? Or in areas of proposed development?
Encourage public transportation in areas where there is existing development.

Where would you like to see economic development and residential growth occur? How should the transportation system accommodate them?
Growth should first be infill and renovation,

Describe your vision for regional transportation.
One of the things that makes life in Massachusetts different from other states in the union is! 1) we have a park network that is extensive and 2) we have public transportation that works. We should encourage and steward that image- not a highway or even parkway

General Question

Do you feel that workshops and small group discussions are a useful format for involving citizens and officials in MPO transportation planning? Please give reasons for your answer. How would you like to be contacted about transportation issues in the future? image
Yes. I enjoyed the informative, civil, and non-pretentious approach.

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QUESTIONS REGARDING POLICIES

Which of the MPO Policies are most important to you?

All are important, but the most important ones are: Policies 3, 4, 5, 7, 8, 10 (including stimulus of residential neighborhoods by providing for commuters) & 12 (of course!). The policies most important to me are improving connections, reducing use of single-occupancy vehicles, & reducing overall pollution.

How should the transportation network be changed to improve your ability to get where you need to go or to transport goods?

The T bus system should be much better explained (maps, routes, ~~most~~ info much more accessible to the public) & the bus system should be much better planned - with a priority on encouraging ridership rather than minimizing use of T resources (reducing bus service becomes a self-fulfilling prophecy). The Urban Ring will help me a lot - reducing inefficient trips can improve ridership & should be a priority.

How should economic development plans affect transportation investments?

Economic development plans & transportation investment should be tightly integrated, from creating new commercial centers to making residential neighborhoods healthier by providing transit for commuters.

How can the MPO best promote air quality? What specific steps should it take?

By increasing public transit opportunities & carpooling - reducing the use of single-occupancy vehicles - & reducing pollution from transit vehicles. Specifically, expand the electric/hybrid bus program. Also make it a priority to reduce highway congestion through transit. Create lots of transit corridors that make sense & make connections between them.

What are your suggestions, both general and specific, for providing for fair treatment regarding transportation services and burdens (e.g.. environmental impacts)? Are there specific investments the MPO should make?

Invest in hybrid buses & in further research into alternative fuel options for buses & rail. Benefits should take density into consideration, & ~~burdens~~ should be minimized, especially considering density.

Is it more important that the Boston MPO invest in transportation system (highway and transit) preservation as opposed to expansion? Specifically, which part of the system needs to be better preserved and where should expansion take place?

Expansion of connections between existing transit services. Preservation of transit to maintain safety & middle-class usage.

QUESTIONS REGARDING PROJECTS

Are there projects missing from the universe of projects that should be included in it? What are the reasons for including these projects? Please list the four projects from the universe that you feel are most important.

Urban Ring Phase 1, 2, 3
Medford Hillside Green Line
Transit improvement for EJ communities
Assembly Sq. Orange line station

Plus:
Suburb-to-suburb transit service
Airport - commuter rail connection
Bicycle facilities
Red line extension

Is the current transportation system serving your needs? If not, where would you like to see improvements?

Not entirely. I'd like to see more bus connections & information about bus routes in areas served mainly by bus, & more connections to the subway.

Should the MPO focus transportation dollars in areas where there is existing development? Or in areas of proposed development? A balance. ~~Existi~~ Transit to Transit & highway should be improved to existing development, but new development shouldn't be neglected - it's important to design good transit into development from the outset.

Where would you like to see economic development and residential growth occur? How should the transportation system accommodate them?

Within existing population centers. The transportation system should improve mobility & quality of life for residents - especially through transit!

Describe your vision for regional transportation.

A connected system of transit with an emphasis on rail & a priority on enabling & increasing ridership. That serves all communities, fostering commercial centers & commuting by public transit. Highways that are not congested, but do not dominate the landscape.

GENERAL QUESTION

Do you feel that workshops and small group discussions are a useful format for involving citizens and officials in MPO transportation planning? Please give reasons for your answer. How would you like to be contacted about transportation issues in the future?

Yes, though a short initial presentation would have been helpful. Also more meetings in other towns.

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QUESTIONS REGARDING POLICIES

Which of the MPO Policies are most important to you?

Policy #1 resonants the most for me ... too often local land use policy does not look at the regional level ... there needs to be greater collaboration between the entities ...

How should the transportation network be changed to improve your ability to get where you need to go or to transport goods?

First the greater the emphasis on walking communities ... will results in greater role & impact on transportation patterns ... cities/towns need to be encouraged and helped to preserve pedestrian walkways ...

How should economic development plans affect transportation investments?

How can the MPO best promote air quality? What specific steps should it take?

see #2 ... focus on establishing planning that creates greater densities ... & walkability that eliminates the need to use cars .. or at the very least creates less dependency on cars ...

What are your suggestions, both general and specific, for providing for fair treatment regarding transportation services and burdens (e.g.. environmental impacts)? Are there specific investments the MPO should make?

Is it more important that the Boston MPO invest in transportation system (highway and transit) preservation as opposed to expansion? Specifically, which part of the system needs to be better preserved and where should expansion take place?

most helpful to our community would be for the MPO to present to them sit and allow us to .

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Questions Regarding Policies

Which of the MPO Policies are most important to you?

1, 4, 6, 9, 10

How should the transportation network be changed to improve your ability to get where you need to go or to transport goods?

Stop in Assembly Sq. / Lechmere → Union Sq → extension
Tufts →
Davis

How should economic development plans affect transportation investments?

work hand in glove

How can the MPO best promote air quality? What specific steps should it take?

reduce auto use by making transit EASY

What are your suggestions, both general and specific, for providing for fair treatment regarding transportation services and burdens (e.g.. environmental impacts)? Are there specific investments the MPO should make?

Is it more important that the Boston MPO invest in transportation system (highway and transit) preservation as opposed to expansion? Specifically, which part of the system needs to be better preserved and where should expansion take place?

Green Line expansion
[illegible] Line Assembly Sq.

Green line Park → Kenmore

Questions Regarding Projects

Are there projects missing from the universe of projects that should be included in it? What are the reasons for including these projects? Please list the four projects from the universe that you feel are most important.

Generally support Alternative 2, which seems to have more emphasis on development of transit improvements. Especially interested in Orange Line stop at Assembly Sq, extension of Green Line from Lechmere to at least Tufts (& connection to Davis Sq.?)

Is the current transportation system serving your needs? If not, where would you like to see improvements?

See above. Would also recommend improvement of Green Line in Bos, by developing express tunnel between Kenmore & Park under Common & Comm. Ave greenway. Would cut commuter time dramatically. Propose all routes B, C, D run express & Circulator local + E train make local stops.

Should the MPO focus transportation dollars in areas where there is existing development? Or in areas of proposed development?

Shouldn't be an either/or. If it's clear that transit dev't would reduce a signif amount of auto traffic, it should be prioritized

Where would you like to see economic development and residential growth occur? How should the transportation system accommodate them?

Assembly Sq. / Union Sq.

Describe your vision for regional transportation.

Easy to access: both in & out of Boston, as between other major nodes w/o nec. going thru Bos.

General Question

Do you feel that workshops and small group discussions are a useful format for involving citizens and officials in MPO transportation planning? Please give reasons for your answer. How would you like to be contacted about transportation issues in the future?

* Please let me know about any opportunity for Somerville residents to present our case for Assembly Sq T stop & Green Line extension

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Fred Berman, 25 Cherry St, Somerville MA 02144
Fberman@ci.cambridge.ma.us

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QUESTIONS REGARDING POLICIES

Which of the MPO Policies are most important to you?

Better public transportation for Somerville in the form of an Orange Line stop at Assembly Sq and an Green Line extension into Union Sq. Also bus lines need better schedule coordination. Stops on the commuter rail lines should be considered - there used to be several in Somerville.

How should the transportation network be changed to improve your ability to get where you need to go or to transport goods?

Bridges over the commuter rail tracks should be kept in better repair so that they do not go out. All the northern commuter rail lines go through the 4.1 sq. miles of Somerville cutting it into small pieces. There should be more bridges built.

How should economic development plans affect transportation investments?

Somerville has a very poor commercial tax base and very low median income. Transportation infrastructure improvements are very important to Somerville, especially at Assembly Sq which needs an Orange Line T stop and 193 access to Assembly from the North into the area to keep traffic out of neighborhood streets.

How can the MPO best promote air quality? What specific steps should it take?

Increase and improve public transit options in Somerville. All of the commuter rail stops were taken away from Somerville. The system of buses is inadequate and not well scheduled. See my suggestions above.

What are your suggestions, both general and specific, for providing for fair treatment regarding transportation services and burdens (e.g.. environmental impacts)? Are there specific investments the MPO should make?

It is important for 193 to go directly into Assembly Sq and not to have traffic go into East Somerville and other neighborhoods. Mass Turnpike traffic should go directly onto 193 traffic.

Is it more important that the Boston MPO invest in transportation system (highway and transit) preservation as opposed to expansion? Specifically, which part of the system needs to be better preserved and where should expansion take place?

It is more important to improve & rest the existing system rather than to extend it except in the case of extend the green line to Union Sq., Somerville

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QUESTIONS REGARDING POLICIES

Which of the MPO Policies are most important to you?

4, 6, 7, 10

How should the transportation network be changed to improve your ability to get where you need to go or to transport goods?

(Somerville)

The built environment where I live affords few opportunities to improve the flow of auto traffic. More helpful would be a Green Line extension to Union Square. This has been in the plan for 25 years but always 10-15 years out. A circumferential ~~ring~~ stop in U-S - would also be helpful?

How should economic development plans affect transportation investments?

If an area has the potential to generate substantial jobs and economic benefits to a broad spectrum of citizens, ~~that~~ and if transportation investment is necessary to realize that potential, then such investment should be a priority. An Orange Line stop at Assembly Sq - if such a case

How can the MPO best promote air quality? What specific steps should it take?

Prioritize investment in non auto-related infrastructure. Limit investment in auto-related infrastructure to maintenance of critical existing projects and only those new projects that serve non-auto related modes

What are your suggestions, both general and specific, for providing for fair treatment regarding transportation services and burdens (e.g.. environmental impacts)? Are there specific investments the MPO should make? Somerville is cut to pieces by 2 rail lines ~~that~~ that pass through it. Yet, if only has one station for this, it pays ~$4mm per year, while Boston's and Cambridge's MBTA fees average ~$1mm per station. ① Build an Orange Line stop ② Extend the Green Line ⑤ Repair all of the disintegrating bridges over MBTA lines.

Is it more important that the Boston MPO invest in transportation system (highway and transit) preservation as opposed to expansion? Specifically, which part of the system needs to be better preserved and where should expansion take place?

Investment should be prioritized to existing assets that service the urban core and directed away from any projects that support sprawl.

QUESTIONS REGARDING PROJECTS

Are there projects missing from the universe of projects that should be included in it? What are the reasons for including these projects? Please list the four projects from the universe that you feel are most important. 1. Green line extension now! 2 Orange Line stop at Assembly Square in this ~~the~~ plan. Somerville is the most densely-populated city in New England, but we are poorly served by transportation investment. Economic development and community building in Union Square is thwarted by the ~50K vehicle trips per day that pass through it, 80% of which do not stop in Somerville

Is the current transportation system serving your needs? If not, where would you like to see improvements?

No, see above.

Should the MPO focus transportation dollars in areas where there is existing development? Or in areas of proposed development? (1) If the existing ~~economic~~ development is providing benefits to a broad socio-economic spectrum, then the infrastructure needed to deliver those benefits should be maintained. (2) Suplus existing after (1) should be committed to proposed developments that can provide such benefits while minimizing vehicle trips, pollution, and sprawl.

Where would you like to see economic development and residential growth occur? How should the transportation system accommodate them?

Both should be concentrated in the urban core, minimizing sprawl growth. Assembly Square offers the most potential now in all of Greater Boston to accomplish this.

Describe your vision for regional transportation.

A system that ~~enables~~ creates equality of opportunity for mobility that enables citizens to realize their economic and personal potential, while (1) encouraging a built environment that promotes human interaction and community (2) does not promote, and actually punishes sprawl development (3) is environmentally friendly (4) plans for the time 50-60 years from now when fossil fuel cost will make many current transportation modes cost prohibitive

GENERAL QUESTION

Do you feel that workshops and small group discussions are a useful format for involving citizens and officials in MPO transportation planning? Please give reasons for your answer. How would you like to be contacted about transportation issues in the future?

It depends on the extent that citizen input actually informs policy. In my naive reckoning, all the input of all the workshops with not have as much impact as lobbying by the rich & powerful.

We want to present for ½ hour to the MPO before finalizing

Please Return to:
CTPS, Room 2150, Attn: Anne McGahan, 10 Park Plaza, Boston, MA 02116,

Bea Shulman, President
Mystic View Task Force
~~65~~ 65 Boston St.
Somerville, 02143 617 628-3838

PLAN UPDATE 2001 QUESTIONS FOR WORKSHOP PARTICIPANTS

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QUESTIONS REGARDING POLICIES

Which of the MPO Policies are most important to you?

Policy 4, 7, 10

How should the transportation network be changed to improve your ability to get where you need to go or to transport goods?

Trolleys in Somerville. Urban Ring development, smaller, more frequent buses. Jitney ~~taxis~~ cabs, Zipcar lots at nodal points.

How should economic development plans affect transportation investments?

Economic development that reduces car traffic should be encouraged by putting priority on mass transit ~~lines~~ at place where dense development is planned.

How can the MPO best promote air quality? What specific steps should it take?

Mandate hybrid ~~&~~ electric buses. Reduce car traffic by making it unnec for short trips.

What are your suggestions, both general and specific, for providing for fair treatment regarding transportation services and burdens (e.g.. environmental impacts)? Are there specific investments the MPO should make?

Somerville derives no benefit from the orange line and commuter rail that runs thru it. ~~&~~ The MPO should recommend creating stops in Somerville. ~~&~~ Particularly it should put one in downtown Square

Is it more important that the Boston MPO invest in transportation system (highway and transit) preservation as opposed to expansion? Specifically, which part of the system needs to be better preserved and where should expansion take place?

Expansion should take place in economically depressed areas that are underrepresented in transportation i.e. or that have inaccessible potential assets (such as at

Questions Regarding Projects

Are there projects missing from the universe of projects that should be included in it? What are the reasons for including these projects? Please list the four projects from the universe that you feel are most important. Assembly Square T-stop should be on list, Orange line and commuter rail stops in Somerville should be on list. Water shuttle from Draw 7 Park.

(1) 1-93/Mystic Ave Interchange
(2) Rutherford avenue improvements

Is the current transportation system serving your needs? If not, where would you like to see improvements? I use the Red Line frequently. I usually drive within Somerville because the bus service is poor and there are no trolleys.

Should the MPO focus transportation dollars in areas where there is existing development? Or in areas of proposed development? Proposed development, particularly in depressed areas such as East Somerville/Assembly Sq.

Where would you like to see economic development and residential growth occur? How should the transportation system accommodate them? Assembly Sq in Somerville. Orange Line T-stop and water shuttle in Assembly Square, with a short walk at either end.

Describe your vision for regional transportation. Access by all people, especially those in economically depressed areas, to mass transit to everywhere. Linking of bus and ~~[illegible]~~ subway to Harbor Gateways. A regional airport out in the open suburbs, where it belongs (access to every point on subway with only one change)

General Question

Do you feel that workshops and small group discussions are a useful format for involving citizens and officials in MPO transportation planning? Please give reasons for your answer. How would you like to be contacted about transportation issues in the future?

Workshop would've been improved by 15 minute presentations on each topic. It was hard to get oriented without them. Send info by e-mail

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QUESTIONS REGARDING POLICIES

Which of the MPO Policies are most important to you?

How should the transportation network be changed to improve your ability to get where you need to go or to transport goods?

How should economic development plans affect transportation investments?

~~rail + rapid~~
look for areas where small investment in infrastructure → big returns (Assembly Sq)

How can the MPO best promote air quality? What specific steps should it take?

rail + rapid transit
hispeed rail (make it cheaper by subsidies comparable to highways + air)

What are your suggestions, both general and specific, for providing for fair treatment regarding transportation services and burdens (e.g.. environmental impacts)? Are there specific investments the MPO should make?

Is it more important that the Boston MPO invest in transportation system (highway and transit) preservation as opposed to expansion? Specifically, which part of the system needs to be better preserved and where should expansion take place?

fix Somerville bridges before the rest collapse

Questions Regarding Projects

Are there projects missing from the universe of projects that should be included in it? What are the reasons for including these projects? Please list the four projects from the universe that you feel are most important. fix Somerville bridges
~~green line extension to~~
orange line stop at Assembly Sq. is only in alt. 2
green line extension – or at least ~~rapid transit~~ rail stop in Magoun Sq.

Is the current transportation system serving your needs? If not, where would you like to see improvements?

Should the MPO focus transportation dollars in areas where there is existing development? Or in areas of proposed development?

Where would you like to see economic development and residential growth occur? How should the transportation system accommodate them?
ec dev: Assembly Sq.

Describe your vision for regional transportation.

General Question

Do you feel that workshops and small group discussions are a useful format for involving citizens and officials in MPO transportation planning? Please give reasons for your answer. How would you like to be contacted about transportation issues in the future?
I found the workshop frustrating. Would've preferred small groups or open discussion. Why not let Mystic View make a presentation to the MPO?

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QUESTIONS REGARDING POLICIES

Which of the MPO Policies are most important to you?

Those concerning Assembly Square in Somerville. We are nearly faced with a transportation nightmare. Please consult the Mystic View Task Force - a citizens group that has been studying this area extensively for 3+ years.

How should the transportation network be changed to improve your ability to get where you need to go or to transport goods?

Good ~~transportation~~ services should be available along the state highways, with clear signage (on board, + on the street) about routes + schedules.

How should economic development plans affect transportation investments?

Devlpment within the city should be taken very seriously lest increase density of activity lead to total gridlock. Transportation BRINGS development

How can the MPO best promote air quality? What specific steps should it take?

Encourage public transport! This is the only way to improve air quality, reduce pollution (including noise).

What are your suggestions, both general and specific, for providing for fair treatment regarding transportation services and burdens (e.g.. environmental impacts)? Are there specific investments the MPO should make?

Certain sections of metro Boston (the inner cities: Everett, Somerville, Medford, Lynn, etc) are disproportionately UNDER served by comprehensive services. Please look wholistically at concentrations of residential areas.

Is it more important that the Boston MPO invest in transportation system (highway and transit) preservation as opposed to expansion? Specifically, which part of the system needs to be better preserved and where should expansion take place?

Interesting debate. I urge for expansion since I travel throughout the greater Boston area for work and could not do my work using public transportation. I find that currently there are poor connecting [illegible] more than once!

QUESTIONS REGARDING PROJECTS

Are there projects missing from the universe of projects that should be included in it? What are the reasons for including these projects? Please list the four projects from the universe that you feel are most important.

Assembly Sq T stop must happen for the health of Somerville.

Is the current transportation system serving your needs? If not, where would you like to see improvements?

More cross-town links.
Better bike facilities on commuter rails.
Terrible W. Somerville-to-airport connections (≥ 10 min walk, 3 T's - ugh!)

Should the MPO focus transportation dollars in areas where there is existing development? Or in areas of proposed development?

1
YES.

Where would you like to see economic development and residential growth occur? How should the transportation system accommodate them?

Increase ✓ Land use with the urban areas - ie increase development + beneficial transformations where there are already existing services.

Describe your vision for regional transportation.

Where people are as happy riding the bus as they are with the T. where the choice is not "$3 for parking is less than the 3 of us taking the T". Where Boston's reputation is for high quality of life is propelled by its transportation infrastructure, like New York or San Francisco.

GENERAL QUESTION

Do you feel that workshops and small group discussions are a useful format for involving citizens and officials in MPO transportation planning? Please give reasons for your answer. How would you like to be contacted about transportation issues in the future?

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QUESTIONS REGARDING POLICIES

Which of the MPO Policies are most important to you?

How should the transportation network be changed to improve your ability to get where you need to go or to transport goods? De-emphasize highways – our dependence on oil must be reduced – it's a national ~~[illegible]~~ security issue.

How should economic development plans affect transportation investments?

How can the MPO best promote air quality? What specific steps should it take?
~~[illegible]~~(1.) Provide for growth of use of paths (bicycle, etc.) and public transportation. The demand is there and it is important to encourage it.

What are your suggestions, both general and specific, for providing for fair treatment regarding transportation services and burdens (e.g.. environmental impacts)? Are there specific investments the MPO should make? Generally, place environmental improvement as a key policy, ~~[illegible]~~ seeking (a) reduction in CO_2 production and (b) improvement for the lives of ~~urban poor~~ residents

Is it more important that the Boston MPO invest in transportation system (highway and transit) preservation as opposed to expansion? Specifically, which part of the system needs to be better preserved and where should expansion take place?
Expand public transportation.
Lessen impact on environment & residents

QUESTIONS REGARDING PROJECTS

Are there projects missing from the universe of projects that should be included in it? What are the reasons for including these projects? Please list the four projects from the universe that you feel are most important. I did not see the I-93/McGrath intersection on the "universe" list.

Is the current transportation system serving your needs? If not, where would you like to see improvements? No. It takes 45 minutes to go 4 miles to downtown Boston via any combo of walk/bus/subway.

Should the MPO focus transportation dollars in areas where there is existing development? Or in areas of proposed development?

Where would you like to see economic development and residential growth occur? How should the transportation system accommodate them?

Describe your vision for regional transportation.

(1) Evolve a world-class PATH (bike, walk, ...) network for both commuting and recreation. I mention this in "transportation" because transportation affects quality of life (cf. Big Dig's purpose)

(2) Public transportation (3) Intercity rail

GENERAL QUESTION

Do you feel that workshops and small group discussions are a useful format for involving citizens and officials in MPO transportation planning? Please give reasons for your answer. How would you like to be contacted about transportation issues in the future?

Please Return to:
CTPS, Room 2150, Attn: Anne McGahan, 10 Park Plaza, Boston, MA 02116,

PLAN UPDATE 2001 QUESTIONS FOR WORKSHOP PARTICIPANTS

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QUESTIONS REGARDING POLICIES

Which of the MPO Policies are most important to you?

Policy 3, 8, 10, 11

How should the transportation network be changed to improve your ability to get where you need to go or to transport goods? The urban Ring needs to be fast tracked to relieve congestion in the "urban core". Once, the CA/T is completed, emphasis should be placed on correcting highway choke points outside Boston.

How should economic development plans affect transportation investments? The economy drives the need for improvements as well as the ability to fund them. Thus, econ. devel. should be an integral force in the investment(s)

How can the MPO best promote air quality? What specific steps should it take?

Put air scrubbers on all the vent buildings of the CA/T & tunnels (Callahan, Sumner, Prudential, etc)

What are your suggestions, both general and specific, for providing for fair treatment regarding transportation services and burdens (e.g.. environmental impacts)? Are there specific investments the MPO should make? (1) Light rail commitments to Chelsea & Roxbury. (2) Improved, limited access highway to Lynn.

Is it more important that the Boston MPO invest in transportation system (highway and transit) preservation as opposed to expansion? Specifically, which part of the system needs to be better preserved and where should expansion take place? Currents services must be maintained & modernized at the expense of expansion. If monies are available for expansion - so be it.

PLAN UPDATE 2001

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REGIONAL TRANSPORTATION PLAN

My comments regard the ~~Cambridge~~ Newton/Cambridge commute by bus. I take the 52 in the AM and transfer to the 71. This commute takes about 1 hour and the transfer between buses is fairly easy. The commute at night however is a different story.

It's been my experience that the 71 doesn't leave Harvard Sq. every 10 minutes during the evening commute. I watch night after night as 2 or 3 73 buses come to every 71. Moreover the 71 schedule does not coordinate with the 52 or 59 bus at night. These buses run every ½ hour. Unless you hit it just right you end up waiting 30+ minutes for the connection. The bottom line is the evening commute can take 1½ hours to go less than 9 miles! The ridership for the 71 bus

Please add my name to the mailing list.
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Name Sarah Hutcheon

Address 92 Clark Street Newton Ma 02459

E-mail

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is clearly there in the evenings.
I've spent many nights w/ fellow
commuters grumbling about the lack
of 71 buses. In fact when a 71 does
come along it's often filled to capacity.
and there some w/ commuters standing
over the "white line" near the driver.
Unless you cram yourself on you'll have
to wait who knows how long for the
next bus. These buses need to run
more frequently period. As for the
52 + 59 connection if the buses could
run at least every 15 minutes it would
be a big help.

PLAN UPDATE 2001 QUESTIONS FOR WORKSHOP PARTICIPANTS

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QUESTIONS REGARDING POLICIES

Which of the MPO Policies are most important to you?

How should the transportation network be changed to improve your ability to get where you need to go or to transport goods?

How should economic development plans affect transportation investments?

Have them contribute to T.

How can the MPO best promote air quality? What specific steps should it take?

electric?

What are your suggestions, both general and specific, for providing for fair treatment regarding transportation services and burdens (e.g.. environmental impacts)? Are there specific investments the MPO should make?

Is it more important that the Boston MPO invest in transportation system (highway and transit) preservation as opposed to expansion? Specifically, which part of the system needs to be better preserved and where should expansion take place?

Improve existing system - adequate parking at terminals, fewer lines, waiting —
Then Expand

Questions Regarding Projects

Are there projects missing from the universe of projects that should be included in it? What are the reasons for including these projects? Please list the four projects from the universe that you feel are most important. Rte 9/Chestnut St. interchange = extremely dangerous.
Woban (T) ↑ parking
Needham Street as shopper's - retail mecca - NOT a 4 lane roadway w/ 5 stoplights - not building to accommodate commuter.

Is the current transportation system serving your needs? If not, where would you like to see improvements? NO - the current T system (green Line) through Newton does not provide enough parking for those who might use it and do use it at the stations. Commuters clogging residential streets.

Should the MPO focus transportation dollars in areas where there is existing development? Or in areas of proposed development?

50 - 50

Where would you like to see economic development and residential growth occur? How should the transportation system accommodate them?

Describe your vision for regional transportation.
Improving it to the point that people rely less and less on their cars.

General Question

Do you feel that workshops and small group discussions are a useful format for involving citizens and officials in MPO transportation planning? Please give reasons for your answer. How would you like to be contacted about transportation issues in the future?

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PLAN UPDATE 2001 QUESTIONS FOR WORKSHOP PARTICIPANTS

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QUESTIONS REGARDING POLICIES

Which of the MPO Policies are most important to you?

How should the transportation network be changed to improve your ability to get where you need to go or to transport goods?

How should economic development plans affect transportation investments?

How can the MPO best promote air quality? What specific steps should it take?

mass transit - fewer
more

What are your suggestions, both general and specific, for providing for fair treatment regarding transportation services and burdens (e.g.. environmental impacts)? Are there specific investments the MPO should make?

Is it more important that the Boston MPO invest in transportation system (highway and transit) preservation as opposed to expansion? Specifically, which part of the system needs to be better preserved and where should expansion take place?

Questions Regarding Projects

Are there projects missing from the universe of projects that should be included in it? What are the reasons for including these projects? Please list the four projects from the universe that you feel are most important.

Central Mass Rail Trail

Is the current transportation system serving your needs? If not, where would you like to see improvements?

residents with disabilities have no
Public transportation options in
Westford

Should the MPO focus transportation dollars in areas where there is existing development? Or in areas of proposed development?

Where would you like to see economic development and residential growth occur? How should the transportation system accommodate them?

Describe your vision for regional transportation.

General Question

Do you feel that workshops and small group discussions are a useful format for involving citizens and officials in MPO transportation planning? Please give reasons for your answer. How would you like to be contacted about transportation issues in the future?

I expected an informational meeting. I should have been better prepared / had more information about proposals to be able to react to them

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PLAN UPDATE 2001 QUESTIONS FOR WORKSHOP PARTICIPANTS

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QUESTIONS REGARDING POLICIES

Which of the MPO Policies are most important to you?

RAIL TRANSPORTATION — BOTH COMMUTER RAIL & INTERCITY RAIL

How should the transportation network be changed to improve your ability to get where you need to go or to transport goods?

EXPAND RAIL NETWORK

How should economic development plans affect transportation investments?

CLUSTER HIGH DENSITY HOUSING AT COMMUTER RAIL STATIONS.

How can the MPO best promote air quality? What specific steps should it take?

PROMOTE RAIL TRANSPORTATION — DISCOURAGE AUTOMOBILE USAGE.

What are your suggestions, both general and specific, for providing for fair treatment regarding transportation services and burdens (e.g.. environmental impacts)? Are there specific investments the MPO should make?

RAIL TRANSPORTATION IS ENVIRONMENTALLY FRIENDLY.

Is it more important that the Boston MPO invest in transportation system (highway and transit) preservation as opposed to expansion? Specifically, which part of the system needs to be better preserved and where should expansion take place?

PRESERVATION — MAINTAIN EXISTING COMMUTER LINES & STATIONS
EXPANSION — 3rd TRACK BETWEEN READVILLE & CANTON JCT ON THE NORTHEAST CORRIDOR.

Questions Regarding Projects

Are there projects missing from the universe of projects that should be included in it? What are the reasons for including these projects? Please list the four projects from the universe that you feel are most important.

- ADDITIONAL STATION TRACKS AT SOUTH STATION TO ACCOMODATE ADDITIONAL TRAFFIC GENERATED BY GREENBUSH & FALL RIVER/NEW BEDFORD
- 3RD TRACK BETWEEN READVILLE & CANTON JCT. TO ACCOMODATE ABOVE & ADDITIONAL AMTRAK INTERCITY TRAINS.

Is the current transportation system serving your needs? If not, where would you like to see improvements?

MORE FREQUENT COMMUTER RAIL SERVICE FOR NEWTON.

Should the MPO focus transportation dollars in areas where there is existing development? Or in areas of proposed development?

APPROACH SHOULD BE BALANCED BUT WEIGHTED TO ACHIEVE VISION DESCRIBED BELOW.

Where would you like to see economic development and residential growth occur? How should the transportation system accommodate them?

AT COMMUTER RAIL STATIONS — HIGH DENSITY HOUSING

Describe your vision for regional transportation.

ENHANCE MOBILITY THROUGH EMPHASIS ON RAIL SERVICE (FREQUENT, LOW FARE SERVICE) + DISCOURAGEMENT OF MOTOR VEHICLE TRAFFIC.

General Question

Do you feel that workshops and small group discussions are a useful format for involving citizens and officials in MPO transportation planning? Please give reasons for your answer. How would you like to be contacted about transportation issues in the future?

E-MAIL — LES.FIORENZO@FRA.DOT.GOV

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PLAN UPDATE 2001 QUESTIONS FOR WORKSHOP PARTICIPANTS

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QUESTIONS REGARDING POLICIES

Which of the MPO Policies are most important to you?

How should the transportation network be changed to improve your ability to get where you need to go or to transport goods?

frequency of service
run buses & rail into the late evening – midnight
have buses stick to a schedule.
advertise the service better

How should economic development plans affect transportation investments?

How can the MPO best promote air quality? What specific steps should it take?

Bus lanes to discourage car use

What are your suggestions, both general and specific, for providing for fair treatment regarding transportation services and burdens (e.g.. environmental impacts)? Are there specific investments the MPO should make?

Is it more important that the Boston MPO invest in transportation system (highway and transit) preservation as opposed to expansion? Specifically, which part of the system needs to be better preserved and where should expansion take place?

Better service on trains Worcester, Boston line. Stops in Newton in both directions. etc.

Questions Regarding Projects

Are there projects missing from the universe of projects that should be included in it? What are the reasons for including these projects? Please list the four projects from the universe that you feel are most important.

Is the current transportation system serving your needs? If not, where would you like to see improvements? Barely. We need more frequent buses, buses that run into the late evening, buses that stick to a schedule. For instance, #52 #59 + 502/504 cut out much too early. Use smaller buses to save $ until less than rush-hour ridership.

Should the MPO focus transportation dollars in areas where there is existing development? Or in areas of proposed development?

Where would you like to see economic development and residential growth occur? How should the transportation system accommodate them?

Describe your vision for regional transportation.
A system that is coordinated and well-publicized.

General Question

Do you feel that workshops and small group discussions are a useful format for involving citizens and officials in MPO transportation planning? Please give reasons for your answer. How would you like to be contacted about transportation issues in the future?

Yes, but one doesn't always feel anyone is truly listening.

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MPO UPDATE 2001
REGIONAL TRANSPORTATION PLAN

The stated cost for the Red/Blue connector seems way too high! More than half the cost of the Greenbush extention?! More cost-sensitive proposals should be considered. It's only 1/4 mile long, after all.

Please add my name to the mailing list.
(Please provide your complete address.)

Name _____

Address _____

E-mail _____

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NOV 16 2001

PLAN UPDATE 2001

QUESTIONS FOR WORKSHOP PARTICIPANTS

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QUESTIONS REGARDING POLICIES

Which of the MPO Policies are most important to you?

How should the transportation network be changed to improve your ability to get where you need to go or to transport goods?

(1) MassHighway Should plan for expantion of the RT 3 split in Braintree. This should be done in concert with the plan to widen RT 3 from Weymouth to Duxbury.

(2) The Flyover over the Sagamore Rotery should be built as soon as possible.

How should economic development plans affect transportation investments?

The redevelopment of the South Weymouth Naval Air base will be an economic development engin for the south shore. Future transportation investments should include construction of an access road from RTe. 3 to the Air Base. In this way transportation will be supporting economic development in an appropreate location.

How can the MPO best promote air quality? What specific steps should it take?

Encourage existing public transportation, busses, trains, boats to install air pollution devices to lower emissions.

What are your suggestions, both general and specific, for providing for fair treatment regarding transportation services and burdens (e.g.. environmental impacts)? Are there specific investments the MPO should make?

Income eligible, low income people should be given (T) passes for a discounted rate or free.

Is it more important that the Boston MPO invest in transportation system (highway and transit) preservation as opposed to expansion? Specifically, which part of the system needs to be better preserved and where should expansion take place?

Expantion should take place where the existing and projected need for expantion is the greatest.

Town of Weymouth

Questions Regarding Projects

Are there projects missing from the universe of projects that should be included in it? What are the reasons for including these projects? Please list the four projects from the universe that you feel are most important.

Is the current transportation system serving your needs? If not, where would you like to see improvements? Expand RT 3 sooner than 2006

Should the MPO focus transportation dollars in areas where there is existing development? Or in areas of proposed development? Program funding in the near term where it is needed to meet capacity, For the long term program dollars where future growth will occur.

Where would you like to see economic development and residential growth occur? How should the transportation system accommodate them?

Economic development and residential growth should occur where the infrastructure can accommodate the growth. Water, sewer and roadway infrastructure should dictate where growth takes place. However, where growth takes place is not a regional issue. It is a local zoning issue that is driven by market demand.

Describe your vision for regional transportation.

Public transportation should be safe, clean and accessible. Parking should always be available at all (T) stations. Roadways should be safe and with less traffic at peak hours. Transportation agencies should plan for the future, not just react to problems.

General Question

Do you feel that workshops and small group discussions are a useful format for involving citizens and officials in MPO transportation planning? Please give reasons for your answer. How would you like to be contacted about transportation issues in the future?

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PLAN UPDATE 2001

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MPO UPDATE 2001

REGIONAL TRANSPORTATION PLAN

Since the Mystic View / Assembly Square complex involves so many transportation issues,* please invite MVTF (Mystic View Task Force) to present to MPO!

* Orange-line issues
* TRAFFIC
* 1-93 / McGrath intersection

(Pry into MAPC...) (Appl to MAPC reviews)

2002 2.2.03 1.4 3 4

Enhance

Please add my name to the mailing list.
(Please provide your complete address.)

Name John Mann
Address 64 Hudson St., Somerville
E-mail john.mann@ren.com

Please Return to:
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10 Park Plaza
Boston, MA 02116

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REGIONAL TRANSPORTATION PLAN

(1) Somerville needs more of both:

(a) Public rapid transit

(b) Space for PEOPLE (pedestrians, families accessing and using paths and parks, etc.)

(2) ... and less pollution

(3) Improvement of human access through ... McGrath / I-93 interchange (in all directions) is a must. Failure to do this will cripple Mystic View / Assembly Square success!

Please add my name to the mailing list.
(Please provide your complete address.)

Name John Mann

Address 64 Hudson Street Somerville 02143

E-mail john.mann@rcn.com

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REGIONAL TRANSPORTATION PLAN

To me, there needs to be a major revision of policies.

1. After 9-11, Sen Kerry notes (correctly) that a reduction in dependence on ALL oil (CO_2) is a matter of vital national security. This means it should be reflected strongly in policy.

2. As the BIG DIG shows, a key objective of transportation must be enhancement of community value and enabling a better life for citizens (humans, not cars, are citizens).

I don't think the plan reflects these new critical requirements

Please add my name to the mailing list.
(Please provide your complete address.)

Name John Mann

Address 64 Hudson St Somerville 02143

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PLAN UPDATE 2001

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REGIONAL TRANSPORTATION PLAN

To move Orange line/Assembly Square, Urban Ring, & other projects supported ~~by~~ unanimously by their communities to a closer completion date – consider dropping the Greenbush line, which has far less unanimous support & is very expensive.

Please add my name to the mailing list.
(Please provide your complete address.)

Name Rep Patricia Jehlen
Address 67 Dane St Som 02143
E-mail rep.patriciajehlen@hou.state.ma.us

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PLAN UPDATE 2001 → *PLEASE SHARE YOUR COMMENTS AND IDEAS*

ON THE

MPO UPDATE 2001
REGIONAL TRANSPORTATION PLAN

Cities like Somerville that derive no benefit from train tracks passing through them should not have to pay for bridges over the ~~tracks~~ tracks. (Economic justice issue!)

4 Please allow the Mystic View Task Force 1/2 hour to present ~~its~~ views before the plan is finalized.

Policy 10: Add that for greatest "bang for the buck" improvements at places with inaccessible transportation infrastructure should receive improvements to access. Specifically in Somerville, which lacks green or orange or Commuter Rail Access and Assembly Square in Somerville, which ~~has~~ is under development.

Please add my name to the mailing list.
(Please provide your complete address.)

Name David Dahlbacka
Address 25 HANCOCK ST. Somerville MA 02144
E-mail ddahlbac@ix.netcom.com

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PLAN UPDATE 2001

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REGIONAL TRANSPORTATION PLAN

Many thanks for holding this informational meeting; it has been most enlightening!

I would be grateful if the Mystic View Task Force, a community organization in Somerville, could give a presentation to the MPO about Assembly Square before it finalizes its regional transportation plan. We are very concerned to have an orange line stop at Assembly Square in order to promote high density mixed use development at the site.

Please note also that with regard to Policy 1, it would be a good idea to include the views of community groups in considering local land use policies. Citizens often have more imagination - or constructive visions - for their communities than local governments.

One of the great things about this meeting was not only the chance it gave me to learn more about the MPO, but also to meet citizens from other communities like Everett who are facing some of the same obstacles that we confront in dealing with Somerville City Officials.

Many thanks again for organizing this.

Please add my name to the mailing list.
(Please provide your complete address.)

Name JANE BIESTOR

Address 28 TOWER ST., #2, SOMERVILLE, MA. 02143

E-mail jbestor@fas.harvard.edu

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PLAN UPDATE 2001

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REGIONAL TRANSPORTATION PLAN

The Mystic View Task Force would like to give a presentation to MPO about planning and transportation issues in Assembly Square and Somerville.

~~We~~ The Task Force sent out a mailing* to city officials, staff, city boards, and leaders of community groups about the meeting. We would like to continue to keep them informed. I don't think that many of these people think that they can have any input into the transportation planning process.

* a personalized letter to each signed by our president, Bill Shelton.

Please add my name to the mailing list.
(Please provide your complete address.)

Name Jake Sauer

Address 25 Hancock St. Somerville MA 02144

E-mail ddahlback@ix.netcom.com.

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PLAN UPDATE 2001 → *PLEASE SHARE YOUR COMMENTS AND IDEAS*

ON THE

MPO UPDATE 2001
REGIONAL TRANSPORTATION PLAN

Add ZipCAR lots at ~~[illegible]~~ hubs of mass transit.

Badly need comprehensive transportation plan around Assembly Square in Somerville.

Add policy ~~should~~ to focus on reducing car use to lessen our dependence on foreign oil, for national security reasons.

Begin planning for regional airport ~~and road~~ rail outside 128 or 495; both to reduce congestion and to promote public safety.

Consider adapting gas-electric hybrid buses systemwide.

Provide funding ~~[illegible]~~ toward city transportation plans in key areas, such as Somerville.

Please add my name to the mailing list.
(Please provide your complete address.)

Name DAVID DAHLBACKA

Address 25 HANCOCK ST. SOMERVILLE MA 02144

E-mail ddahlbac@ix.netcom.com

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REGIONAL TRANSPORTATION PLAN

More opportunities for input would be great - more meetings, input via the web, etc.

To Mass Highway - Street signs for main streets as well as side streets!!

Please add my name to the mailing list.
(Please provide your complete address.)

Name Katy Guimond
Address 109 Rogers Ave. #2, Somerville, MA 02144
E-mail katyguimond@yahoo.com

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REGIONAL TRANSPORTATION PLAN

POLICY! — BRINGS TO MIND THAT THE STATE OF MA DOES NOT HAVE STRONG GUIDELINES FOR BEST LAND USE POLICY / PRACTICES & THEREFORE ALLOWS LOCAL GOV'T. TO MAKE VERY INAPPROPRIATE DECISIONS — SO, WHY SUPPORT TOD PLANNING?

Please add my name to the mailing list.
(Please provide your complete address.)

Name _____

Address _____

E-mail _____

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REGIONAL TRANSPORTATION PLAN

Attached are the recommendations for Revere Beach Blvd in Revere. I have highlighted a project that I wish to see built. It involves extending a sidewalk north, from Oak Island St to Carey Circle on the east side (ocean side) of the blvd. This would complete the sidewalk the exist on the southern end of the blvd.

Please include me on the mailing list for the Env. Just. Ad Hoc Comm.

Please add my name to the mailing list.
(Please provide your complete address.)

Name Mike Furlong

Address 45 Lancaster Ave. Revere 02151-1732

E-mail MFurlong8@hotmail.com

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- Convert the signalized intersection at Belmont Street to a traffic circle
  - Discourages speeding upon entering Everett
  - Serves as gateway and can be used to welcome visitors to Everett

It should be noted that the recommendation of a traffic circle at Belmont Street is a conceptual proposal that requires further study with respect to geometry, traffic volume, and other factors. Also, since the intersection is located in the city of Malden, that city's support would be needed for further development of this concept.

6.1.2 Revere Beach Boulevard Traffic Management, Revere

The following set of improvements is recommended for Revere Beach Boulevard (RBB) in Revere (Figure 6-2). This recommendation received many favorable responses at the public meetings.

- At all gateways narrow roadway and install sign, "Entering Recreational Area: Drive Carefully"
  - Discourages speeding when entering RBB
  - Warns motorists that they are entering a special traffic management area
- Provide neckdowns at pedestrian crossing areas; make crosswalks more prominent; install "Cross Only at Crosswalk" signs
  - Helps motorists and pedestrians see one another better
  - Encourages pedestrians to cross at appropriate locations
  - Shortens pedestrian crossing distances
- Convert angle parking to parallel and extend sidewalk north of Revere Street
  - Enhances recreational activities along the entire beach
- Extend MBTA bus route(s) with stops located on RBB north of Oak Island Street
  - Provides transportation for the Point of Pines area and the boulevard residents
  - Potentially reduces traffic volumes along the corridor

6.1.3 Congested Signalized Intersections

Traffic signal retiming and, in some cases, a signal system upgrade or geometric improvements are recommended for the following intersections in the study area.

1) Bennington Street at Saratoga Street, East Boston

Signal timing adjustments alone will not solve existing problems at this intersection. Either additional lanes (Alternative 1) or shifts in traffic patterns (Alternative 2) are necessary to achieve congestion and safety benefits. Alternative 1 is the recommended improvement. It adds lanes through on-street parking reductions.

- Eliminate curb parking within 600 feet of the intersection
- Provide a left-turn lane on Bennington Street at both approaches
- Provide a right-turn lane on northbound Bennington Street
- Add a lane to eastbound Saratoga Street
- Reduce westbound Saratoga Street to two lanes, while giving an extra lane to the eastbound Saratoga Street departure

PLAN UPDATE 2001

TRANSPORTATION PLAN POLICIES

Please let us know which policies are most important to you by placing a check mark in the box provided. Check all those that you consider most important.

(2) ☒ **POLICY 1** Support state, regional and local land use policies.

☐ **POLICY 2** Improve safety and security of the transportation system.

☐ **POLICY 3** Improve mobility for people and freight.

(1) ☒ **POLICY 4** Minimize transportation-related pollution.

(3) ☒ **POLICY 5** Provide and improve connections among transportation modes.

☐ **POLICY 6** Provide a transportation system that is accessible to all people.

☐ **POLICY 7** Promote the equitable sharing of the transportation system's benefits and burdens.

(5) ☒ **POLICY 8** Preserve and modernize the existing transportation system.

(4) ☒ **POLICY 9** Promote public involvement in all phases of planning and design.

☐ **POLICY 10** Strengthen economic opportunities through transportation investments.

☐ **POLICY 11** Support the preservation of community resources and character in the planning process.

6 ☒ **POLICY 12** Secure and apply financial resources for maintenance, modernization, and appropriate expansion of the regional transportation.

PLAN UPDATE 2001 TRANSPORTATION PLAN POLICIES

Please let us know which policies are most important to you by placing a check mark in the box provided. Check all those that you consider most important.

- ☑ **POLICY 1** Support state, regional and local land use policies.
- ☑ **POLICY 2** Improve safety and security of the transportation system.
- ☑ **POLICY 3** Improve mobility for people and freight.
- ☑ **POLICY 4** Minimize transportation-related pollution.
- ☑ **POLICY 5** Provide and improve connections among transportation modes. This needs more emphasis than in the past!
- ☑ **POLICY 6** Provide a transportation system that is accessible to all people.
- ☑ **POLICY 7** Promote the equitable sharing of the transportation system's benefits and burdens. This should be explained better in the packet describing policies.
- ☑ **POLICY 8** Preserve and modernize the existing transportation system.
- ☑ **POLICY 9** Promote public involvement in all phases of planning and design.
- ☑ **POLICY 10** Strengthen economic opportunities through transportation investments. Though not just commercial development ~~also~~ health of residential neighborhoods (by providing transit to residents) is a important
- ☑ **POLICY 11** Support the preservation of community resources and character in the planning process.
- ☑ **POLICY 12** Secure and apply financial resources for maintenance, modernization, and appropriate expansion of the regional transportation. More funding means more flexibility!

Missing: Increasing use of public transit (specifically to reduce congestion & pollution & improve quality of life).

PLAN UPDATE 2001

TRANSPORTATION PLAN POLICIES

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X NEW POLICY Reduce energy consumption

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PLAN UPDATE 2001

PLEASE SHARE YOUR COMMENTS AND IDEAS

ON THE

MPO UPDATE 2001
REGIONAL TRANSPORTATION PLAN

Improve Rte 9 for commuters - Needham Street should not be cut through for Rte 128 - Rte 9 Connection.

Improve pedestrian access on Rte 9.

Needham Street design should be a retail district design not 4-lane commuter roadway. Improve pedestrian access.

Beef up parking at (T) Stops wherever possible.

Please add my name to the mailing list.
(Please provide your complete address.)

Name Christine Samuelson Bd. of Ald.
Address 185 Winslow Rd Newton 02468 or
E-mail Newton City Hall
1000 Comm - Ave
02459

Please Return to:
CTPS
Room 2150, Attn: Anne McGahan
10 Park Plaza
Boston, MA 02116

PLAN UPDATE 2001

PLEASE SHARE YOUR COMMENTS AND IDEAS

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MPO UPDATE 2001
REGIONAL TRANSPORTATION PLAN

Put back the West Newton
Toll booth - Get
Pike users off
our streets

Please add my name to the mailing list.
(Please provide your complete address.)

Name Brian Yates

Address _____

E-mail _____

Please Return to:
CTPS
Room 2150, Attn: Anne McGahan
10 Park Plaza
Boston, MA 02116

PLAN UPDATE 2001

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MPO UPDATE 2001
REGIONAL TRANSPORTATION PLAN

Improve freight access from Needham Street to the Dept in Milford?
Route 9 Corridor study in Wellesley should include Newton Wellesley office Park impacts Newto

Please add my name to the mailing list.
(Please provide your complete address.)

Name Brian Yates

Address _____

E-mail _____

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PLAN UPDATE 2001

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MPO UPDATE 2001

REGIONAL TRANSPORTATION PLAN

1. Restore Framingham – Newton Corner bus line

2. Support Boston – Worcester bus service along Route 9 with connections to local bus lines & major employment centers

3. add change machine at Waban T station

4. Finish construction of extra spaces at

5. Add directional sign "Upper Falls – Needham" visible on Route 9 ~~eastbound~~ westbound before Elliot St entrance

6. Encourage use of Needham St Paul Line to carry freight to business areas.

7. Put up Route signs and schedules in stores, shelters benches along route

Please add my name to the mailing list.
(Please provide your complete address.)

Name Alderman Brian Yates

Address City Hall, Newton, MA 02459

E-mail byates@ci.newton.ma.us

Please Return to:
CTPS
Room 2150, Attn: Anne McGahan
10 Park Plaza
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PLAN UPDATE 2001

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REGIONAL TRANSPORTATION PLAN

- MUST ANTICIPATE DEMAND FOR RAIL TRAVEL IN RESPONSE TO AIRLINE SAFETY CONCERNS. MUST ADDRESS FUTURE CONGESTION ISSUES ON NORTHEAST CORRIDOR – SOUTH STATION WITH ONLY 13 STATION TRACKS, READVILLE TO CANTON JCT. WITH ONLY TWO TRACKS / FALL RIVER / NEW BEDFORD TRAINS WILL OPERATE ON THAT SECTION OF TRACK)

- RAPID TRANSIT CONNECTION BETWEEN CHARLES STREET (RED LINE) AND BOWDOIN (BLUE LINE) TO FACILITATE TRANSPORTATION TO AND FROM LOGAN

Please add my name to the mailing list.
(Please provide your complete address.)

Name LES FIORENZO

Address 52 WASHINGTON PARK NEWTON, MA 02460-1921

E-mail LES.FIORENZO@FRA.DOT.GOV

Please Return to:
CTPS
Room 2150, Attn: Anne McGahan
10 Park Plaza
Boston, MA 02116

PLAN UPDATE 2001

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REGIONAL TRANSPORTATION PLAN

- Run buses frequently (every 15 min)
- Run buses later - at least until 11:30 or midnight
- Manage/change train service on Worcester Line so trains ~~start~~ stop at Newton + Wellesley stops in both directions at all times of day. One cannot take train into Boston after 4pm and ~~back~~ west until 11 a.m.
- Start thinking beyond commuter hours to provide service for elderly, those who can't drive, teenagers, etc.

Please add my name to the mailing list.
(Please provide your complete address.)

Name Jean H. Leventhal

Address 18 Hollis St Newton, MA 02458

E-mail jleventh@fas.harvard.edu

Please Return to:
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Room 2150, Attn: Anne McGahan
10 Park Plaza
Boston, MA 02116

PLAN UPDATE 2001

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MPO UPDATE 2001
REGIONAL TRANSPORTATION PLAN

INTRA-CITY TRANSPORTATION IS A MAJOR CONCERN BUT NOT ADDRESSED IN THE PLAN

PARKING FOR EXPRESS BUSES IS A MAJOR CONCERN INADEQUATELY ADDRESSED IN THE PLAN

PUBLIC INFORMATION IS CRITICAL BUT TONIGHT ISN'T MUCH HELP

Please add my name to the mailing list.
(Please provide your complete address.)

Name P. HERR

Address 20 MARLBORO ST NEWTON MA 02458

E-mail ppherr@msn.com

Please Return to:
CTPS
Room 2150, Attn: Anne McGahan
10 Park Plaza
Boston, MA 02116

PLAN UPDATE 2001 QUESTIONS FOR WORKSHOP PARTICIPANTS

Please consider the following questions as you participate in this workshop's discussions on the Plan Update. These questions will guide discussions at the Policy and Program stations, respectively. You may also find this two-sided form useful for recording your comments. If so, please hand them in this evening, or return by mail to the address shown below.

QUESTIONS REGARDING POLICIES

Which of the MPO Policies are most important to you? all four

How should the transportation network be changed to improve your ability to get where you need to go or to transport goods? Restore Framingham - Newton Corner bus line. Restore Route 9 bus service with good links to other routes (rail & bus) and employment centers.

How should economic development plans affect transportation investments? Rail freight service to the Needham Street corridor should be improved to reduce truck traffic hauling freight.

How can the MPO best promote air quality? What specific steps should it take? ~~Restore~~ Extend the Framingham - Newton Corner & Route 9 bus lines to enable commuters to reach Green line easily by bus

What are your suggestions, both general and specific, for providing for fair treatment regarding transportation services and burdens (e.g.. environmental impacts)? Are there specific investments the MPO should make? Better signage and schedules along existing and new bus lines.
Density grew up along these transit corridors and can sustain them

Is it more important that the Boston MPO invest in transportation system (highway and transit) preservation as opposed to expansion? Specifically, which part of the system needs to be better preserved and where should expansion take place?

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Questions Regarding Policies

Which of the MPO Policies are most important to you?

How should the transportation network be changed to improve your ability to get where you need to go or to transport goods?

How should economic development plans affect transportation investments?

How can the MPO best promote air quality? What specific steps should it take?

What are your suggestions, both general and specific, for providing for fair treatment regarding transportation services and burdens (e.g.. environmental impacts)? Are there specific investments the MPO should make?

Is it more important that the Boston MPO invest in transportation system (highway and transit) preservation as opposed to expansion? Specifically, which part of the system needs to be better preserved and where should expansion take place?

Do the add-a-lane to Route 128 from Route 9 south.

PLAN UPDATE 2001

TRANSPORTATION PLAN POLICIES

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  good routes avail – add cars to trains? dbl decks?
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PLAN UPDATE 2001

PLEASE SHARE YOUR COMMENTS AND IDEAS

ON THE

MPO UPDATE 2001
REGIONAL TRANSPORTATION PLAN

Most important for the Point neighborhood of Salem and other low-income neighborhoods is increased bus routes, particularly those bringing people to other parts of the North shore where they have to go for jobs or for shopping.

I think it is important to make sure all communities get access to transportation at reasonable cost, particularly neighborhoods where fewer people have access to cars.

Please add my name to the mailing list.
(Please provide your complete address.)

Name Tony Mack

Address 100 Congress St. Salem, MA 01970

E-mail N2NMA@aol.com

Please Return to:
CTPS
Room 2150, Attn: Anne McGahan
10 Park Plaza
Boston, MA 02116

PLAN UPDATE 2001

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REGIONAL TRANSPORTATION PLAN

Interested in more bus routes. More buses.
Would like to see blueline Xtension.

Jose Colon

Please add my name to the mailing list.
(Please provide your complete address.)

Name Jose Colon

Address 86 Congress St Salem MA 01970

E-mail

Please Return to:
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Boston, MA 02116

PLAN UPDATE 2001

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REGIONAL TRANSPORTATION PLAN

Next time they should have Speakers speak to the whole group

~~They~~ You have a lot of good ideas & plans Hopefully they are followed through

IDEAS SAT+SUN Bus should go to Congress St.

Sat + Sun trains should be more regular schedule.

Please add my name to the mailing list.
(Please provide your complete address.)

Name Doreen Thomas
Address 10 Lynch St. Apt 33, Salem, MA, 01970
E-mail

Please Return to:
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Room 2150, Attn: Anne McGahan
10 Park Plaza
Boston, MA 02116

PLAN UPDATE 2001

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REGIONAL TRANSPORTATION PLAN

The cities of Lynn, Salem, ~~and~~ Peabody, Beverly, and Danvers needs more public transportation that transports people to their centers of work.

Public transportation also reduces the cost of transportation as well as environmental pollution.

We also need the Blue Line, because it takes people to different places that the commuter rail doesn't go, or goes to these places with more frequency than the commuter rail.

Please add my name to the mailing list.
(Please provide your complete address.)

Name Carmen Berges

Address 34 Prince St. Salem

E-mail

Please Return to:
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Room 2150, Attn: Anne McGahan
10 Park Plaza
Boston, MA 02116

PLAN UPDATE 2001

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REGIONAL TRANSPORTATION PLAN

1- Las ciudades de Lynn Salem Peabody Beverley y Danvers necesitan más, ~~publica~~ y transportación pública, que transporten a las personas a sus centros de trabajos.

También el transporte público disminuye el costo del transporte como también la contaminación del medio ambiente.

También necesitamos el tren azul por este nos desplazaría a diferentes lugares que el tren anaranjado tal vez no para o pasa por otra área y se desplaza con más frecuencia que el morado.

Please add my name to the mailing list.
(Please provide your complete address.)

Name Carmen Berges Salem

Address 34 Prince St

E-mail _____

Please Return to:
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REGIONAL TRANSPORTATION PLAN

The Salem Community really needs the Blue line. This Community thinks It is very important to get the blue line in Salem because all people who need to use this service have to go to Revere. It is really hard to go From salem to Revere and take the blue line. This community needs This service.

Please add my name to the mailing list.
(Please provide your complete address.)

Name Yoleny Ynoa

Address 85 Congress St. Apt. #1 Salem, Ma. 01970

E-mail Ynoa@Nii.Net

Please Return to:
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REGIONAL TRANSPORTATION PLAN

Specific plans on proposed bus routes (increased #'s of buses) & new routes.

Interested in Blue Line X-tension

Please add my name to the mailing list.
(Please provide your complete address.)

Name Lucy Corchado

Address PO Box 8081 Salem MA 01970

E-mail LucyCorchado@hotmail.com

Please Return to:
CTPS
Room 2150, Attn: Anne McGahan
10 Park Plaza
Boston, MA 02116

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- ☐ **POLICY 6** Provide a transportation system that is accessible to all people.
- ☐ **POLICY 7** Promote the equitable sharing of the transportation system's benefits and burdens.
- ☐ **POLICY 8** Preserve and modernize the existing transportation system.
- ☑ **POLICY 9** Promote public involvement in all phases of planning and design.
- ☐ **POLICY 10** Strengthen economic opportunities through transportation investments.
- ☑ **POLICY 11** Support the preservation of community resources and character in the planning process.
- ☑ **POLICY 12** Secure and apply financial resources for maintenance, modernization, and appropriate expansion of the regional transportation.

PLAN UPDATE 2001

PLEASE SHARE YOUR COMMENTS AND IDEAS

ON THE

MPO UPDATE 2001
REGIONAL TRANSPORTATION PLAN

Please add my name to the mailing list.
(Please provide your complete address.)

Name Michael Alexis

Address

E-mail mr1alexis@hotmail

Please Return to:
CTPS
Room 2150, Attn: Anne McGahan
10 Park Plaza
Boston, MA 02116

PLAN UPDATE 2001

PLEASE SHARE YOUR COMMENTS AND IDEAS

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MPO UPDATE 2001
REGIONAL TRANSPORTATION PLAN

- MORE CONNECTING BUSES ON ROUTE 49
- MATTAPAN BUSES TO DOWNTOWN (EXPANDED)
- EXPANDED #4 BUS TO NORTH STATION FROM WTC.
- GREEN ST. BUSES.
- FOREST HILLS TO COLUMBIA ROAD CONNECTIONS

Please add my name to the mailing list.
(Please provide your complete address.)

Name REGINALD CLARK

Address 10 NEW TERRACE RD, BROOKLINE 02445

E-mail

Please Return to:
CTPS
Room 2150, Attn: Anne McGahan
10 Park Plaza
Boston, MA 02116

PLAN UPDATE 2001

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MPO UPDATE 2001
REGIONAL TRANSPORTATION PLAN

1) More connecting bus routes that get customers to their destinations faster.
2) All lift buses and kneeling buses make sure the are working before they leave the garages, i.e. Route 66
3) Design away to put more buses on routes that are used more often i.e. Route 22.

Please add my name to the mailing list.
(Please provide your complete address.)

Name Betty J. King
Address 100 Norway Street Apt. 903 Boston, MA 02115-3407
E-mail

Please Return to:
CTPS
Room 2150, Attn: Anne McGahan
10 Park Plaza
Boston, MA 02116

Roxbury 11/29/01

PLAN UPDATE 2001

PLEASE SHARE YOUR COMMENTS AND IDEAS

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MPO UPDATE 2001
REGIONAL TRANSPORTATION PLAN

Many residents of Roxbury & Dorchester face long, slow commutes to the Longwood medical & academic area. The Urban Ring project, phases 1 & 2 would make those trips speedier and more convenient. Both phases should be included in the Plan. Their reported exclusion from scenario 3 is a threat to achieving that goal.

Please add my name to the mailing list.
(Please provide your complete address.)

Name Andrew Lenton
Address MASCO 375 Longwood Ave. Boston 02215
E-mail alenton@masco.harvard.edu

Please Return to:
CTPS
Room 2150, Attn: Anne McGahan
10 Park Plaza
Boston, MA 02116

PLAN UPDATE 2001

PLEASE SHARE YOUR COMMENTS AND IDEAS

ON THE

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REGIONAL TRANSPORTATION PLAN

Please add my name to the mailing list.
(Please provide your complete address.)

Name Vivienne S. Thomson Independent Living Center/MDAC, Inc.
Address 555 Amory Street Ethos Bldg. Jamaica Plain, MA 02130
E-mail MDACS@AOL.COM FAX: (617) 522-9839
Phone: (617) 522-9840

Please Return to:
CTPS
Room 2150, Attn: Anne McGahan
10 Park Plaza
Boston, MA 02116

PLAN UPDATE 2001

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MPO UPDATE 2001
REGIONAL TRANSPORTATION PLAN

I'm interested in seeing the Green Line extension to Medford/Tufts promoted. I live in Winchester & teach at Tufts, and I can say how this extension would benefit both communities. But I'm also sensitive to the need for a better parking arrangement than at the Alewife station; a better traffic design that maintains the pedestrian needs is essential.

Please let me know when you give presentations in my area. Also mailings/updates.

Please add my name to the mailing list.
(Please provide your complete address.)

Name Maureen Meister

Address 38 Rangeley Rd, Winchester MA 01890

E-mail mmeister@ix.netcom.com

Please Return to:
CTPS
Room 2150, Attn: Anne McGahan
10 Park Plaza
Boston, MA 02116

NSPS

SWAP - FRANKLIN

PLAN UPDATE 2001

TRANSPORTATION PLAN POLICIES

Please let us know which policies are most important to you by placing a check mark in the box provided. Check all those that you consider most important.

- ☑ **POLICY 1** Support state, regional and local land use policies.
- ☐ **POLICY 2** Improve safety and security of the transportation system.
- ☑ **POLICY 3** Improve mobility for people and freight.
- ☑ **POLICY 4** Minimize transportation-related pollution.
- ☐ **POLICY 5** Provide and improve connections among transportation modes.
- ☐ **POLICY 6** Provide a transportation system that is accessible to all people.
- ☐ **POLICY 7** Promote the equitable sharing of the transportation system's benefits and burdens.
- ☐ **POLICY 8** Preserve and modernize the existing transportation system.
- ☐ **POLICY 9** Promote public involvement in all phases of planning and design.
- ☑ **POLICY 10** Strengthen economic opportunities through transportation investments.
- ☑ **POLICY 11** Support the preservation of community resources and character in the planning process.
- ☑ **POLICY 12** Secure and apply financial resources for maintenance, modernization, and appropriate expansion of the regional transportation.

SWAP - Medway

PLAN UPDATE 2001

TRANSPORTATION PLAN POLICIES

Please let us know which policies are most important to you by placing a check mark in the box provided. Check all those that you consider most important.

- ☐ **POLICY 1** Support state, regional and local land use policies.
- ☐ **POLICY 2** Improve safety and security of the transportation system.
- ☒ **POLICY 3** Improve mobility for people and freight. #4
- ☑ **POLICY 4** Minimize transportation-related pollution.
- ☒ **POLICY 5** Provide and improve connections among transportation modes. #1
- ☑ **POLICY 6** Provide a transportation system that is accessible to all people.
- ☐ **POLICY 7** Promote the equitable sharing of the transportation system's benefits and burdens.
- ☐ **POLICY 8** Preserve and modernize the existing transportation system.
- ☑ **POLICY 9** Promote public involvement in all phases of planning and design.
- ☒ **POLICY 10** Strengthen economic opportunities through transportation investments. #2
- ☒ **POLICY 11** Support the preservation of community resources and character in the planning process. #3
- ☐ **POLICY 12** Secure and apply financial resources for maintenance, modernization, and appropriate expansion of the regional transportation.

GULBENKIAN BUS

FLOORS

Gulbankian Bus Lines

Michael Gulbankian, Inc.

Luxury Charter Coach, School Bus and Mini Bus Service For All Occasions

ICC-M.C. 167366
D.P.U. 17498-A

40 MT. VICKERY ROAD, SOUTHBOROUGH, MA 01772
TELEPHONE: (617) 485-8979

November 23, 2001

Ms. Anne McGahan, Chief Planner
Central Transportation Planning Staff
10 Park Plaza, Room 2150
Boston, MA 02116

Dear Ms. McGahan:

Gulbankian Bus Lines is pleased to respond to CTPS request for comments for inclusion in the 2001 Update of the Regional Transportation Plan. We destributed comment sheets on line service motor coaches, so our passengers might have an opportunity to express their views. These views have been summarized.

1. A mid day trip is requested. One non-subsidized round trip on Tuesdays is currently offered.
2. Improved equipment, newer buses.
3. Park & Ride improvements, especially at the Route 9, California Ave. lot in Framingham. A left turn signal is requested.
4. Additional daily trips from 2 current trips to 3 trips.

Additionally, Gulbankian Bus Lines offers the following items for inclusion in your report.

1. Continuation of the EOTC leased bus program.
2. Free tolls on the the Mass Pike for line service buses.
3. More money to the company or to the bus industry as a whole to market bus service.

Public transit passengers are an important part of the transportation flow in Eastern Massachusetts. On their behalf and for the company, thank you for this opportunity to comment.

Sincerely,

Michael Gulbankian

Michael Gulbankian
President

Encl:laa

PLAN UPDATE 2001

PLEASE SHARE YOUR COMMENTS AND IDEAS

ON THE

MPO UPDATE 2001
REGIONAL TRANSPORTATION PLAN

I would appreciate more runs from Marlboro to Boston & from Boston to Marlboro. I get out of work at 4:30 - either I have to leave work early or wait for the 5:15 bus - that is a 45 min difference.

Other than that I have no problems. Keep the bus running - & keep up the great work! Gulbankian Bus lines are my only way into the city - thanks for the great service.

Please add my name to the mailing list.
(Please provide your complete address.)

Name Linda J. Brophy

Address 157 Bolton St. Marlboro, MA. 01752

E-mail ljbrophy@yahoo.com

Please Return to:
CTPS
Room 2150, Attn: Anne McGahan
10 Park Plaza
Boston, MA 02116

PLAN UPDATE 2001

PLEASE SHARE YOUR COMMENTS AND IDEAS

ON THE

MPO UPDATE 2001
REGIONAL TRANSPORTATION PLAN

I find that taking this bus is one of the most convenient ways to travel to Boston. Although I travel this way about 3 to 4 times weekly the other days I take the T from the South Shore. this is not a pleasant commute as you contend with unpleasant people. I find the drivers very attentive and the people using the bus very pleasant. The fares are also very fair.
I would like to see an early bus on Friday in evening

Please add my name to the mailing list.
(Please provide your complete address.)

Name Jannette Rowsell

Address 57 Concord Road Marlboro, MA.

E-mail

Please Return to:
CTPS
Room 2150, Attn: Anne McGahan
10 Park Plaza
Boston, MA 02116

PLAN UPDATE 2001

PLEASE SHARE YOUR COMMENTS AND IDEAS

ON THE

MPO UPDATE 2001
REGIONAL TRANSPORTATION PLAN

(1.) Add more afternoon routes, 5 days a week 2:30 pick-up.

(2) Get rid of the junk buses, and buy at least one more new bus.

Everything is O.K, otherwise. Bus driver is great (John)

Please add my name to the mailing list.
(Please provide your complete address.)

Name _____

Address _____

E-mail _____

Please Return to:
CTPS
Room 2150, Attn: Anne McGahan
10 Park Plaza
Boston, MA 02116

PLAN UPDATE 2001

PLEASE SHARE YOUR COMMENTS AND IDEAS

ON THE

MPO UPDATE 2001
REGIONAL TRANSPORTATION PLAN

I have no complaints, the service is good the fare is OK. However, I do not think the older buses will last 25 yrs.

Please add my name to the mailing list.
(Please provide your complete address.)

Name John Glowa

Address 29 Hickory Lane Hudson, MA

E-mail John.Glowa@FMR.com

Please Return to:
CTPS
Room 2150, Attn: Anne McGahan
10 Park Plaza
Boston, MA 02116

PLAN UPDATE 2001

PLEASE SHARE YOUR COMMENTS AND IDEAS

ON THE

MPO UPDATE 2001

REGIONAL TRANSPORTATION PLAN

NEED PARKING IN SOUTHBOROUGH CENTER

Please add my name to the mailing list.
(Please provide your complete address.)

Name ED HASBROUCK

Address 48 LATISQUAMA RD. SOUTHBOROUGH

E-mail EHASBROUCK@HOTMAIL.COM.

Please Return to:
CTPS
Room 2150, Attn: Anne McGahan
10 Park Plaza
Boston, MA 02116

PLAN UPDATE 2001

PLEASE SHARE YOUR COMMENTS AND IDEAS

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MPO UPDATE 2001
REGIONAL TRANSPORTATION PLAN

(or newer)
A new, bus for early bus in morning and late bus at night.
Shuttle service between Southboro train & parking facilities -(Marlboro, garage, Rt. 9) assuming there is not enough parking at train station - allowing persons to take the bus in the morning and the train at night.
crosswalk on Rt 9 at Framingham lot

Please add my name to the mailing list.
(Please provide your complete address.)

Name _____

Address _____

E-mail _____

Please Return to:
CTPS
Room 2150, Attn: Anne McGahan
10 Park Plaza
Boston, MA 02116

PLAN UPDATE 2001

PLEASE SHARE YOUR COMMENTS AND IDEAS

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MPO UPDATE 2001
REGIONAL TRANSPORTATION PLAN

To Whom It May Concern:

I've been working for 35 years, this is the best commute I have ever had due to the quality of service.

The frequency of service is excellent. The early bus was a great idea. I would suggest a later bus at say 7:30 ish, for those times when you have a dinner out with colleagues and don't want to drive in or take the train.

Some of the equipment is old, but it is well maintained and reliable. The bus is the 3 yrs. I have ridden has been on time except in severe inclement weather which is reasonable.

The fares have risen 3 or 4 times in the past 3 yrs. It is still less costly than driving, not to mention less stressful.

The bus drivers are well informed & keep us up to date on the latest changes.

Please add my name to the mailing list.
(Please provide your complete address.)

The bus stops, signs and parking are in some cases new (Marlboro) and there is even undercover parking in Marlboro, and no cost to park which is great. It is much more expensive for me to take the train. 20 min to commute plus $4 to park. I now live one mile from 2 different bus stops. The bus is also cleaner CTPS and less noisy than the train.

Name
Address Deborah Schrader, 345 Brigham St., Marlboro Ma 01752
E-mail JSCHRADER@AOL.COM

Please Return to:
Room 2150, Attn: Anne McGahan
10 Park Plaza
Boston, MA 02116

YOUR CHANCE TO BE HEARD

Transportation plans are approved after serious consideration and many public hearings. Unfortunately, the typical Gulbankian Bus Lines passenger may busy at work when public hearings are held or may not even aware they are being held.

This year, you have an opportunity for input. On the reverse of this page is a form soliciting your thoughts on the future of bus transportation. Please take this opportunity to state what is on your mind, as regards the bus service you are riding. The planners are looking to the future, one, five, twenty-five years out. Without prejudicing your comments, let us offer the following topics for consideration:

1. Frequency of service more frequent mid-day rts -- Fridays esp
2. Equipment
3. Fares
4. Information services
5. Infrastructure, i.e., shelters, park and ride, bus stop signs — Framingham Stop needs a crosswalk (Rt. 9)

Please hand the completed sheet to the driver, now or on your next trip. You may also mail it directly to Anne McGahan.

THANK YOU FOR RIDING ON GULBANKIAN BUS LINES
AND
PROVIDING YOUR TRANSPORTATION PLANNING THOUGHTS.

YOUR CHANCE TO BE HEARD

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This year, you have an opportunity for input. On the reverse of this page is a form soliciting your thoughts on the future of bus transportation. Please take this opportunity to state what is on your mind, as regards the bus service you are riding. The planners are looking to the future, one, five, twenty-five years out. Without prejudicing your comments, let us offer the following topics for consideration:

1. Frequency of service additional AM and PM ~~stops~~ Commuter runs.
2. Equipment - Need at least one new Bus
3. Fares — Fares are reasonable
4. Information services — online schedules would be great
5. Infrastructure, i.e., shelters, park and ride, ~~bus stop~~ cross signs

* cross walk and lights at FRAmingham Park and Ride or drop off at Lot. It is very dangerous crossing Rt 9.

Please hand the completed sheet to the driver, now or on your next trip. You may also mail it directly to Anne McGahan.

THANK YOU FOR RIDING ON GULBANKIAN BUS LINES
AND
PROVIDING YOUR TRANSPORTATION PLANNING THOUGHTS.

* a designated stop for Federal Street. Currently unable to stop at the curb because of all the MBTA buses. Sometimes we have to catch it in the street. a stop on Franklin would be safer.

YOUR CHANCE TO BE HEARD

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This year, you have an opportunity for input. On the reverse of this page is a form soliciting your thoughts on the future of bus transportation. Please take this opportunity to state what is on your mind, as regards the bus service you are riding. The planners are looking to the future, one, five, twenty-five years out. Without prejudicing your comments, let us offer the following topics for consideration:

1. Frequency of service Frequency of service is O.K. More runs would be greatly appreciated.
2. Equipment Equipment is fine.
3. Fares Fares are reasonable.
4. Information services
5. Infrastructure, i.e., shelters, park and ride, bus stop signs A crosswalk and a light (crossing light) @ rt 9 Park & Ride is desperately needed.

Please hand the completed sheet to the driver, now or on your next trip. You may also mail it directly to Anne McGahan.

THANK YOU FOR RIDING ON GULBANKIAN BUS LINES
AND
PROVIDING YOUR TRANSPORTATION PLANNING THOUGHTS.

Also, a designated stop @ Federal and Franklin streets would be great!

PLAN UPDATE 2001

PLEASE SHARE YOUR COMMENTS AND IDEAS

ON THE

MPO UPDATE 2001
REGIONAL TRANSPORTATION PLAN

I take the Bus mon-Fri from Hudson
The bus is on time in the morning The driver is
very nice
The fare to go from Hudson to Marlboro
is fair
The only two complaints (not I have
about are Sometimes I have to take the Bus
from R-9 (Framingham) & The Bus does not stop
they go right by. Even with waving to let driver
know. could the stop be more to new york Ave.
Sometimes at night I take late Bus from Marlboro
to Hudson, the Bus driver gives me a hard time
about being the only one on the Bus & have
to go all the way to Hudson. The way I feel is that
if there was an easier way of getting home I would
but no other transit goes to Hudson. I do not feel that
this attitude is acceptable or appreciated. The service
is good. Thank you

Please add my name to the mailing list.
(Please provide your complete address.)

Name Dede Mixter
Address 20 Florence St Apt 2 Hudson
E-mail dedi6762 14905 @ aol com

Please Return to:
CTPS
Room 2150, Attn: Anne McGahan
10 Park Plaza
Boston, MA 02116

PLAN UPDATE 2001

PLEASE SHARE YOUR COMMENTS AND IDEAS

ON THE

MPO UPDATE 2001

REGIONAL TRANSPORTATION PLAN

When the Southborough train station opens, I'd be interested in bus service to/from Marlborough

Please add my name to the mailing list.
(Please provide your complete address.)

Name _____

Address _____

E-mail _____

Please Return to:
CTPS
Room 2150, Attn: Anne McGahan
10 Park Plaza
Boston, MA 02116

PLAN UPDATE 2001

PLEASE SHARE YOUR COMMENTS AND IDEAS

ON THE

MPO UPDATE 2001

REGIONAL TRANSPORTATION PLAN

More service would be appreciated. A late bus in the morning; one that picks up in Marlboro at 7:30 AM. A late bus at night; one that picks up at State House at 6:45pm. As far as equipment; newer buses would be nice.

Please add my name to the mailing list.
(Please provide your complete address.)

Name _____

Address _____

E-mail _____

Please Return to:
CTPS
Room 2150, Attn: Anne McGahan
10 Park Plaza
Boston, MA 02116

PLAN UPDATE 2001

PLEASE SHARE YOUR COMMENTS AND IDEAS

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MPO UPDATE 2001
REGIONAL TRANSPORTATION PLAN

A couple more new buses would be good.
Fares are reasonable, I was sorry to see the 10-ride discount go
A slightly later morning bus would be nice
Better communication of route + schedule via web site, printed brochure, etc. - more
consistent, too - also updates on answering machine or web regarding
days not in service, weather delays, etc.
Even when the commuter rail comes to Southboro, I'd still prefer this bus service
due to convenience, cost + free parking!

Please add my name to the mailing list.
(Please provide your complete address.)

Name Mark Bartlett
Address 24 Greenwood St Marlborough, MA 01752
E-mail m.r.bartlett@verizon.net

Please Return to:
CTPS
Room 2150, Attn: Anne McGahan
10 Park Plaza
Boston, MA 02116

PLAN UPDATE 2001

PLEASE SHARE YOUR COMMENTS AND IDEAS

ON THE

MPO UPDATE 2001
REGIONAL TRANSPORTATION PLAN

I HAVE BEEN RIDING THE COMMUTER BUS FROM MARLBORO TO BOSTON (SOME HOUSE STOP) FOR 2 YEARS. IT IS A SERVICE THAT I CAN'T LIVE WITHOUT. THERE'S NO WAY I'M DRIVING BACK AND FORTH 5 DAYS A WEEK TO BOSTON. THE PRICE IS FAIR AND COMPETITIVE, SAME AS TRAIN TO FRAMINGHAM & ONE WAY. I WAS SORRY TO SEE THE TEN RIDE DISCOUNT GO BUT NO ONE ELSE OFFERED IT SO WHY SHOULD GUIDEWAY. THE DRIVERS ARE TERRIFIC AND ALMOST LIKE FAMILY. IT WOULD BE NICE TO HAVE A FEW NEWER BUSES BUT AGAIN I'M SURE IT DOESN'T MAKE ECONOMIC SENSE IN THE LONG-RUN. HOWEVER, MY BACK ACHES FROM SOME OF THE SEATS IN THE OLDER (LIKE 70'S) MODELS. I CAN'T BELIEVE MORE PEOPLE DON'T USE THE SERVICE, BUT IT IS RELATED TO THE LACK OF SERVICE IN SURROUNDING AREAS. BUS TIME IS SO INCONVENIENT TO GET PEOPLE OUT OF THEIR CARS & OFF THE ROAD. I'M HOOKED ON THE BUS & HOPE THE TERRIFIC SERVICE CONTINUES WELL INTO THE FUTURE

NOTE: THE MID DAY BUS IS A BIG HELP BUT IT WOULD BE NICE TO HAVE MORE DAYS. HELPS WITH DOCTORS APPT. ETC IN THAT YOU DON'T HAVE TO TAKE A WHOLE DAY OFF FOR A 1 HR DR. APPT.

Please add my name to the mailing list.
(Please provide your complete address.)

Name MARK ROUSSEAU

Address 200 HILDRETH ST. MARLBORO, MA 01752

E-mail _____

Please Return to:
CTPS
Room 2150, Attn: Anne McGahan
10 Park Plaza
Boston, MA 02116

PLAN UPDATE 2001

PLEASE SHARE YOUR COMMENTS AND IDEAS

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REGIONAL TRANSPORTATION PLAN

Frequency of Service - It would be nice to have a mid-day run Monday - Friday.

Equipment - The bus is fine provided it is not one of the older, outdated rat traps; they smell like a faulty septic system.

Fares - Seem quite appropriate when compared to the commuter rail or driving. There is certainly concern that the proposed toll hikes will drive fares up again.

Other - John Melanson is an excellent driver. He is courteous, friendly, safe & prompt.

Please add my name to the mailing list.
(Please provide your complete address.)

Name Robert Seymour

Address 134 Elm Street Marlboro, MA 01752

E-mail Robert.Seymour@state.ma.us

Please Return to:
CTPS
Room 2150, Attn: Anne McGahan
10 Park Plaza
Boston, MA 02116

PLAN UPDATE 2001

PLEASE SHARE YOUR COMMENTS AND IDEAS

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MPO UPDATE 2001

REGIONAL TRANSPORTATION PLAN

Frequency of Service = add service in afternoon, monday through friday

Equipment - Take older buses out of service and buy new buses.

Fares - O.K.

Information Services - O.K.

Infrastructure - O.K.

Please add my name to the mailing list.
(Please provide your complete address.)

Name _____

Address _____

E-mail _____

Please Return to:
CTPS
Room 2150, Attn: Anne McGahan
10 Park Plaza
Boston, MA 02116

PLAN UPDATE 2001

PLEASE SHARE YOUR COMMENTS AND IDEAS

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MPO UPDATE 2001

REGIONAL TRANSPORTATION PLAN

1) SERVICE I WOULD LIKE TO SEE ADDITIONAL AFTERNOON BUSES. ESPECIALLY OF FRIDAYS.
2) EQUIPMENT MOST BUSES ARE REALLY OLD AND SOME SMELL. FIX THE BURNED OUT LIGHT BULB
3) FARES. OK BUT BRING BACK THE DISCOUNT FOR BUYING A 10 RIDE TICKET
4) INFORMATION SERVICES. ARE THERE ANY?
5) NEED MORE PARKING PLACES

Please add my name to the mailing list.
(Please provide your complete address.)

Name _____

Address _____

E-mail _____

Please Return to:
CTPS
Room 2150, Attn: Anne McGahan
10 Park Plaza
Boston, MA 02116

PLAN UPDATE 2001

PLEASE SHARE YOUR COMMENTS AND IDEAS

ON THE

MPO UPDATE 2001

REGIONAL TRANSPORTATION PLAN

I would prefer the bus to be at the State House at 5:15 vs 5:30 (I get out of work at 5:00)

I would also prefer to watch a 1/2 hour or 1 hour TV show rather than a movie that I don't get to see the end of.

Sometimes on the 5:30 (State House) bus, the music is up a little loud and distracts me from reading. Also, the golden oldies is not my favorite kind of music at all!

I would also very much like to have more frequent rides to + from Boston, particularly later service out of Boston (7:00 pm or so)

I would like to purchase a monthly pass, and be able to use it on the MBTA subway + bus lines.

Please add my name to the mailing list.
(Please provide your complete address.)

Name Suzanne Deane

Address 119 Prospect St. Marlboro, MA 01752

E-mail sassydeane@hotmail.com

Please Return to:
CTPS
Room 2150, Attn: Anne McGahan
10 Park Plaza
Boston, MA 02116

PLAN UPDATE 2001

PLEASE SHARE YOUR COMMENTS AND IDEAS

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MPO UPDATE 2001

REGIONAL TRANSPORTATION PLAN

- WHILE I APPLAUD THE PARTIAL RESTORATION OF "MIDDAY SERVICE", I BELIEVE IT WOULD BE MORE EFICACIOUS IF IT WERE RUN ON MONDAYS, WEDNESDAYS AND FRIDAYS THAN ITS CURRENT (AND I'M AFRAID SELF-FULFILLING PROPHECY OF FAILURE) TUESDAY ONLY SCHEDULE.
- BASED ON CURRENT RIDERSHIP VOLUME, NO TRIP FROM EITHER DIRECTION SHOULD BE INITIATED ON LESS THAN A 55 PASSENGER COACH.
- IN THE INTEREST OF PASSENGER SAFETY, I BELIEVE A PEDESTRIAN OVERHEAD WALKWAY SHOULD BE ERECTED ACROSS ROUTE 9 AT THE PARK AND RIDE LOT IN WEST FRAMINGHAM.

Please add my name to the mailing list.
(Please provide your complete address.)

Name GEORGE J. GUERTIN, III

Address 112 CHESTNUT ST.

E-mail MARLBORO, MA 01752-2015

Please Return to:
CTPS
Room 2150, Attn: Anne McGahan
10 Park Plaza
Boston, MA 02116

PLAN UPDATE 2001

PLEASE SHARE YOUR COMMENTS AND IDEAS

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MPO UPDATE 2001
REGIONAL TRANSPORTATION PLAN

Spaces are reasonable

Dawtown Southboro stop needs parking

When bus does not run on Holidays
there should be formal notification.
Seems like bus driver announces
on bus.

I would like to see a
mid-day route.

Please add my name to the mailing list.
(Please provide your complete address.)

Name _____

Address _____

E-mail _____

Please Return to:
CTPS
Room 2150, Attn: Anne McGahan
10 Park Plaza
Boston, MA 02116

PLAN UPDATE 2001

PLEASE SHARE YOUR COMMENTS AND IDEAS

NOV 21 2001

ON THE

MPO UPDATE 2001

REGIONAL TRANSPORTATION PLAN

More Confortable busses
Better heat - unbroken seats
AC more leg room
Mid day bus runs every day Mon - Fri. (so can get home if sick)
Bus to Train Station Southborough
with neighborhood Stops

Drivers that show Courtesy in Comments to other drivers + pedestrians - less bad language, better attitude
Drivers that do not play loud music
Drivers that drive better

Cheaper fares

Please add my name to the mailing list.
(Please provide your complete address.)

Name JOYCE BARTON
Address 69 BREAKNECK HILL RD
E-mail JBARTON@KAUFMANANDCO.COM

Please Return to:
CTPS
Room 2150, Attn: Anne McGahan
10 Park Plaza
Boston, MA 02116

PLAN UPDATE 2001

PLEASE SHARE YOUR COMMENTS AND IDEAS

ON THE

MPO UPDATE 2001
REGIONAL TRANSPORTATION PLAN

Please add my name to the mailing list.
(Please provide your complete address.)

Name _____

Address _____

E-mail _____

Please Return to:
CTPS
Room 2150, Attn: Anne McGahan
10 Park Plaza
Boston, MA 02116